

CYCLE NEWS

November 29, 1989 : Number 47

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BAJA 1000

**LAPORTE, HUNNICUTT, ROESLER
TAME MEXICO**

NAT'L HARE SCRAMBLES

**PLESSINGER CROWNED
IN MASSACHUSETTS**

WORLD SUPERBIKE

**AUSSIES DOMINATE
DOWN UNDER**

America's weekly motorcycle newspaper

TIME DATED MATERIAL MAILED NOVEMBER 21, 1989

In the WIND

BY PAPA WEALEY

Californian Fred Merkel (Hon) won his second successive World Superbike Championship with two third-place finishes in the final round of the series in Mansfield, New Zealand, on November 19. England's Terry Rymer (Yam) won the first leg over New Zealand's Aaron Slight (Kaw) and Merkel. Merkel's rival for the title, Belgian Stephane Mertens (Hon), crashed out of the first leg, but took the second-leg win over Malcolm Campbell (Hon) and Merkel. Merkel won the title by seven points over Mertens, 272-265.

Willow Springs International Raceway in Rosamond, California, will host an AMA National Championship Road Race Series round on September 21-23, 1990. The first-ever AMA National at the southern California circuit, which is located in the high desert northeast of Los Angeles, will be the final race of the series, which presently consists of nine rounds. An additional date is still being negotiated.

Jean-Michel Bayle (Hon) won the Tokyo (Japan) Supercross, November 18, before a sellout crowd of approximately 40,000 in Tokyo Stadium. Bayle came from behind to take the main event win over Rick Johnson (Hon), Jeff Ward (Kaw), Osaka Supercross winner Damon Bradshaw (Yam) and Australian Glenn Bell (Hon). Bayle picked up 1.5 million yen (approximately \$11,000) for the win.

Yamaha Motor Corporation, sponsors of the November 21-25 18th Annual Florida Winter National Olympics, will have technical assistance and emergency parts available during the event. Also, all participants and their families are invited to a Thanksgiving feast on Thursday night, compliments of Yamaha.

The Canadian Motorcycle Association's five-round National Championship Outdoor Ice Race Series gets underway January 20-21 in Gravenhurst, Ontario. Over \$34,000 in prize money is up for grabs in the series which is open to American ice racers. For more information, contact the CMA at 416/522-5705 or Buddy Ford at 514/654-8193.

MARRIED: Two-time World Superbike Champion Fred Merkel to Lorraine Busuttill in Merkel's hometown of Stockton, California, on Saturday, November 4.

Three-time Grand National Champion Jay Springsteen has inked a deal with Yoshimura and will ride both the WERA Formula USA and

WERA Endurance Road Race Series aboard Yoshimura Suzukis in 1990. According to Maureen Lee, who is currently working on a Springsteen feature that will appear in our big end-of-the-year issue, Springsteen's manager, Robert Lawson, worked out the deal with Yoshimura. Lee says Yoshimura's Duane Johnson said the firm has its sights set on the 1990 Formula USA and Endurance titles with their key riders being Springsteen and southern Californian teenage sensation Tommy Lynch.

Road race tuner/team manager Erv Kanemoto, who headed the Rothmans Honda team that World Champion Eddie Lawson rode for in 1989, has dispelled the rumor that has him working for Cagiva in 1990. "At this moment there's no truth to it," Kanemoto said from his San Jose, California, home on November 14. "Hopefully, I'll know what I'm doing by the end of the month. I want to continue as a contractor to HRC and run a team, but I need to talk to them (HRC) again. Right now I'm back to zero, really." Kanemoto did say, however, that Randy Mamola's manager Jim Doyle had spoken to him regarding the Cagiva job. "I'll talk to Jim if something doesn't work out," Kanemoto said. Although contracts with World Champion Eddie Lawson, HRC and Rothmans Honda team manager Kanemoto are assumed to be binding until the end of the year, Kanemoto's comments confirm Lawson's switch to the Kenny Roberts Marlboro Yamaha team.

The 12th Annual Chicagoland Toys for Tots Motorcycle Run will take place on Saturday, December 2. The run begins at 85th and Western in Chicago and ends at the 4th Marine Corps Division headquarters at Foster and Troy; line-up will be conducted from 9:30 a.m. to 11:30 a.m. and the run starts rolling at noon. All participants must bring at least one toy for a boy or girl. For more information, call 312/581-5504.

The grand opening of American Honda's newest Rider Education Center in Irving, Texas, will take place on November 29.

APPOINTED: Andy Show to the position of associate director of touring and transportation for the AMA. Show replaces Ken Reid, who has assumed responsibilities with the American Motorcycle Heritage Foundation. A longtime touring rider and AMA Life Member, Show holds a bachelor's degree in business

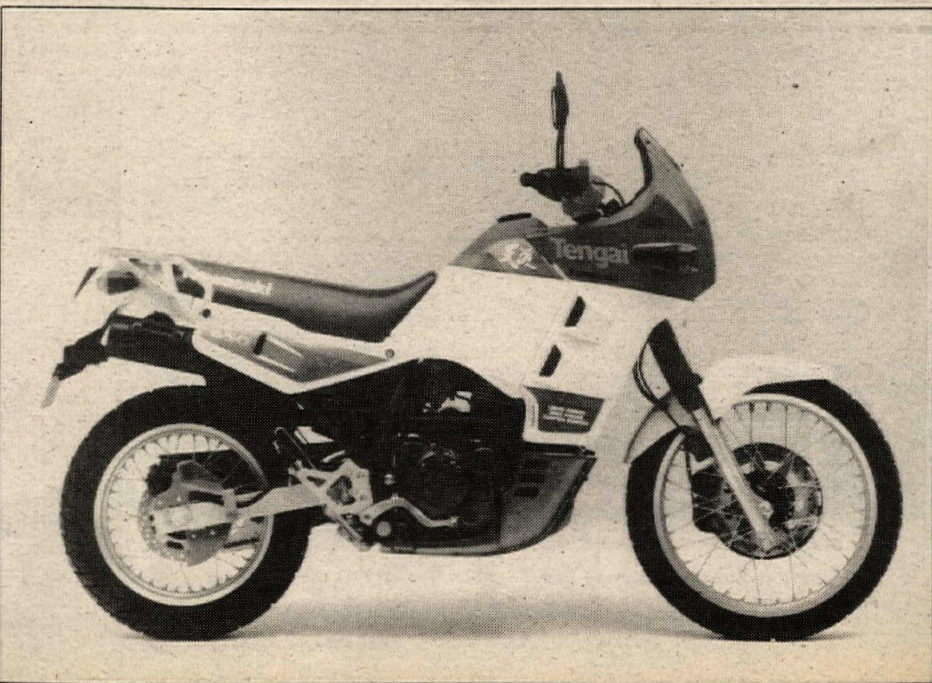
administration from Ohio State, is a licensed pilot and flight instructor, has operated his own trucking company, worked as a law enforcement officer assigned to motorcycle duty, and recently was a supervisor of a worldwide shipping organization.

Kerker has announced that after a two-year period of voluntarily limiting the sale of competition exhaust system baffles only to customers who could produce a racing license, they will no longer continue that policy. Citing ever increasing clerical and administrative restraints placed on its in-house sales people with the program, Kerker says its competition baffles will now be available through distributors and dealers. According to a Kerker press release, the racer-only policy was established "in an effort to keep loud motorcycles off of the public streets to improve the image of motorcycling with the non-motorcycling public. Kerker still recommends that competition baffles be used for closed-course competition only."

The Camel Cycle Week '90 AMA/CCS 600cc Supersport final at Daytona International Speedway that will run on the week's final day of racing, Sunday, March 11, has been renamed the 100-Kilometer 600cc Supersport International Challenge. In addition to the new name, the race has been elevated to FIM International status to allow foreign riders to compete and the starting field has been upped to a grid of 80 riders. The race will pay a \$12,500 purse spread throughout the entire field.

The International Motorcycle Show '90 Daytona USA will make its Camel Cycle Week debut at Daytona International Speedway. The show, featuring new model displays, aftermarket accessories and other motorcycle-related items, will be located in a special tent village behind the super-speedway's grandstands. The show will be open Thursday, March 8, through Saturday, March 10, from 9 a.m. to 6 p.m., and on Sunday, March 11, from 9 a.m. to 1 p.m.

Kawasaki will be introducing a new dual-sport model in its 1990 lineup called the KL650 B2 Tengai, which will coexist with the already successful KL650 A4, better known as the KLR650. The Tengai features a 651cc, single-cylinder, DOHC, water-cooled, electric start engine, and its suspension is handled by a rear single-shock Uni-Trak and an air-adjustable conventional telescopic fork. The gas tank holds 6.07 gallons and its claimed dry weight is 351.7 pounds. The Tengai has been available as a 1989 model in Europe, and should be appearing in U.S. showrooms soon. It has a suggested retail price of \$3899.



And while no one is predicting that a Harley-Davidson will win the Daytona 200 by Arai on Sunday, March 11, Papa will go out on a limb and predict a Harley win that day — in the Camel Cycle Week debut of the U.S. Twin Sports class. The race is limited to Harley's 883cc Sportster.

Kawasaki Motors Corp., U.S.A. has entered into an agreement with the Motorcycle Mechanics Institute (MMI) to provide up-to-date technical information and training aids to assist their students. The materials provided by Kawasaki will be used in two different training courses (the six-month Motorcycle Technician Career Program and the three-month Advanced Career Program) at MMI's Phoenix, Arizona, and Orlando, Florida, campuses.

MARRIED: 1987 500cc World Champion Wayne Gardner to longtime girlfriend Donna Forbes on November 18 in Wollongong, Australia.

NAMED: Scott Goodwin to position of associate publisher of Petersen Publishing's Motorcycle Division; Goodwin will head the advertising department and supervise the sales for Motorcyclist and Dirt Rider magazines; promoted from the position of sales representative for Petersen's Western Region, Goodwin formerly worked for American Honda and Dailey & Associates.

A major victory for off-road access occurred during the California Off Highway Motor Vehicle Recreation Commission meeting in Grover City, California, on November 17. The Commission ordered staff to implement a different method of counting campers at Pismo Dunes. Currently the park staff are counting every vehicle that is driven through the gate and stays overnight. A recent California Coastal Commission letter warned State Parks that they were in violation of their Coastal Permit. The letter told the State that the Coastal Commission permit allowed 500 campsites — not veh-

(Continued to page 4)

That the Desire and the Ride were not a match, until Friends became a spirited part.

Prepping my bike, I worked late again; it seems that I always do. And when finally I slept, sleep was too short. The serial howl of nightriders, way too clear and persistent. It was like camping out at the zoo under a full devil moon. And brewed with that wild reality were Dream Forces that would not go away, not even with a morning's shower and coffee. I instead carried them with me on my motorcycle solo. Took them into the hills, up that long snaking road aimed at the summit. Past ice-filled ditches now — the baseline warmth had made me forget this was November, Thanksgiving's eve already! And the range, its whole fierce nature, everything about it, looked so much larger and more formidable this time. The mountains were immense and contentious. I had to watch my every move. Sure, there was wind and powdery dust up there, and those wheel-dancing rocks that had tumbled down in the night. But something added, too, of a deeper and more mysterious bearing. I couldn't quite put my finger on it. It was yeah, like some phantom warning from slightly beyond ear-shot. That vague, that odd. So I just rode, doing my damndest to ride my best. But it wasn't good enough! I felt susceptible, dicing with brain fade. The motorcycle in my grip wanted to leap up and follow its own head. I was riding a beast, a motor-driven animal, clinging to fur. And for miles I saw not another rider, nor car, nothing. There was only the road, this untamed handful, and me. At last, at the top, I came upon friends — riders I know and have ridden with before. We sat bench racing, admiring each other's bikes, then got up and rode as One. I found a new spirit now. I, not Mountain or Machine, was in charge of my riding again. Later at the clubhouse — that invulnerable den of fast fellowship — the afternoon sun burned hot and carnal, and seemed meant just for us. A kind of award, maybe. And one rider, eyes restless and green as an emerald sea, was already prepping her bike again. Spotless and perfect and primed. For our next encounter with the stuff that counts.

William Edgar

Over the edge



"Did I do something to displease you?"

DENNIS GREENE PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

inside

WIND: Papa tells all of the latest gossip and race results	2	STOCKING STUFFERS: More holiday gift ideas for the motorcyclist	16
OFF ROAD: Hunnicutt, LaPorte & Roeseler team up to tame Baja 1000	6	SPEEDWAY: Curry melts competition on Sacramento ice	20
HARE SCRAMBLES: Plessinger wins title on Johnson's day in Wrentham	10	LOCAL RACING: Hancock takes Ascot Long Track Speedway title	22
ROAD RACING: Polen takes Japanese titles by storm	14	CALENDAR: Know what events are coming up	32
Aussies dominate in home World Superbike round	18	RESULTS: The top five	35
		WANT ADS: Stuff for sale	35

ON THE FRONT PAGE: Danny LaPorte sprints across the Baja desert on his way to helping teammates Ted Hunnicutt and Larry Roeseler win the Baja 1000. See page 6 for the complete story. Photo by Kinney Jones.

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Voices

Do your part

As one of the many OHV people, ranchers, miners, desert city mayors, county supervisors, chamber of commerce people, and so on, who attended the Senate Subcommittee Hearing on HR780 in Barstow, I came away with two feelings of disappointment.

First, I believe our side was given two automatic strikes when Congressman Levine, the author of this controversial bill, came out with the statement that he was going to be the chairman of the hearing. Maybe I am just too naive, but I always thought that the chairman of a hearing such as this should be a mediator, a "middle-of-the-road" person, in other words, one without a bias.

The second disappointment was seeing the vast number of riders with their dirt bikes and ATVs loaded on trailers and in pick-up trucks, bypassing the Victorville turnoff and heading out towards Mojave and one more playday in their desert. Someday the Louie McKeys, the Mike Bishops, the Paul Goldes, the Dana Bells, plus all the other sincere, hard-working activists are going to get tired of fighting our battles without 100% support. It might be a good idea if every rider who decided to go out and play on Saturday, November 11, would take the same amount of time it would to go on a coffee break and write the Subcommittee on National Parks and Lands, their congressman and senator. It does not need to be a long letter. A paragraph, in your own words, will do.

ELLIS TAYLOR
Santa Barbara, CA

Where have you been?

Regarding Mr. Wurtenberger's letter in the October 18 issue of *Cycle News* which criticized the paper for not printing information about the Fremont Valley Closure - where have you been, Mr. Wurtenberger, on the back side of the moon?

Since February of this year *Cycle News* has had almost weekly articles regarding potential land closures due to S11, HR780 and the listing of the desert tortoise as an endangered species. In the October 18 issue alone there were three mentions of "land problems" and what concerned individuals could do.

What you should do Mark, instead of cancelling your subscription, is to read more carefully and appreciate the coverage *Cycle News* does provide. I would also suggest that you join the AMA, District 37, CORVA, or any of the numerous other groups that are fighting to protect your recreational and constitutional rights. I'm keeping my paid subscription.

DANA BELL
Long Beach, CA

Left out

Regarding Kit Palmer's November 8th article, A Dual Sport Adventure, you have left out one of the best go-anywhere-do-anything dual-purpose bikes — the Yamaha TW200. It's affordable; easily goes where your other test bikes can't

begin to go, and will still run down the road at the speed limit. Maybe this is why, according to R.L. Polk registrations, it's the best selling dual-purpose bike in America. Let's see a real on and off road test.

MARK WILLIAMS
Shippensburg, PA

Thanks, Goat

I have just returned from the White Brothers Vet National Motocross Championship, and would like to thank Goat Breker for doing such a great job. It was the most organized weekend of racing I have ever attended. The track was perfect — challenging, safe, dust-free and most of all, fun. All day long you could see Goat attending to something — watering the track, running the tractor, helping riders or just talking to people. I have never seen a promoter so involved in running a race.

I would also like to thank American Honda for the chance to ride the 1990 Honda CRs at their demo ride. Roger DeCoster was even on hand to give advice and sign autographs. It was nice to see a company giving the riders a chance to ride before they buy.

STEVE GENTER
Fayetteville, NC

ISDE gratitude

This letter is to thank those that helped make my trip to this year's ISDE possible. To qualify for, and ride in the six days has been a goal of mine for many years.

While competing in Germany I was teamed with two other SERA (Southern Enduro Riders Association) riders — Dwight Rudder and George Waller Jr. Several SERA clubs donated to my efforts, and SERA as an organization was very supportive of its three members that rode the ISDE.

Thanks to Yamaha Motor Corp., Downers Grove Yamaha, Mike's Cycle Supply, Gear, WD-40, Tsubaki, Shoei, Scott USA, White Bros., and Cycle Center my trip was made possible. In addition, Manny and Amy Garza raised money with a raffle. Many thanks, everyone.

Last but not least, a special thank you to my brother Todd, and my mom and dad, who have offered mega-support from the beginning of my riding career.

TIM SINGLETON
Metairie, LA

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In the WIND BY PAPA WEALEY

(Continued from page 2)

icles! This should nearly double the allowable access to this popular park. The park rangers have come under fire from various off-road groups because the citations written do not have a court option on them. The fine for not having a camping ticket is \$58, payable to the Ranger Station. If not paid in 14 days a reminder notice is sent out demanding payment or the vehicle registration will be blocked. There have been over 500 letters to the Governor's Office from users unhappy with their Pismo problems.

The CMC/Dodge Truck Fall MX Finale at Perris Raceway, November 26, has been cancelled. For more information, call CMC 714/261-6116.

The AMA has announced that the 1990 ISDE Reliability Trials Series will carry National Championship status, will be run under FIM rules, and will be officially titled the AMA National Championship Reliability Enduro Series. There is a total of seven rounds on the schedule, but only four will count towards qualification for the 1990 ISDE in Sweden; the remaining rounds will count strictly towards the series title. The schedule is as follows: Illinois, April 7-8; Oklahoma, April 28-29; Idaho, May 17-20; Michigan, June 9-10; Oregon, June 23-24; Michigan, August 4-5; and Nevada, October 4-5.

APPOINTED: Joseph Calio, vice president of marketing for Exide Corporation, to the board of directors for Yuasa Exide Battery Corporation; Calio has been with the Exide Corporation for eight years.

Two-time 600cc National Dirt Track Champion Chris Carr called Papa to inform him that the December 10 event at Lodi, California's Cycle Bowl will be a hare scrambles-type marathon and not a motocross race as listed in last week's Calendar section. Each class will run one-and-a-half hour races over a long course.

Former 500cc MX World Champion Brad Lackey will serve as grand marshal of the Second Annual Brad Lackey Christmas Gran Prix at Carlsbad Raceway in Carlsbad, California, on December 10. Lackey will be available to answer riding-related questions and to sign autographs. For more information call 619/722-3292.

The Harley-Davidson traveling museum and Miss Harley-Davidson Gailian Reedy will be at Harley-Davidson of Atlanta, Inc., on December 2-3. Tours of the museum, which features 86 years of motorcycle history, are open to the public and admission is free. For more information contact Harley-Davidson of Atlanta, Inc., at 404/761-7709.

APPOINTED: Dr. Richard G. Snyder and Dr. William C. Chilcott to the board of directors of the Snell Memorial Foundation.

(Continued to page 46)

The Best Of The Best.



The Suzuki National Cup Final At Road Atlanta Proved Who's Best In Three Closely Contested Classes.

Hundreds of riders fought for months, but only the best qualified for the Suzuki National Cup Series Final at Road Atlanta.

So congratulations to the best of the best. To Jamie James, who nailed 1st in both the GSX-R1100 and Katana 600cc finals. Scott Russell, who topped the GSX-R750 Class. And Mike Harth, who not only placed 3rd in both 750cc and 1100cc Classes, but led Suzuki's sweep of the top 5 places in the prestigious WERA Formula USA finale. The weekend had Suzuki's name on it, with Paul Bray and Mike Smith winning the final round of WERA's National Endurance Title Series, which they had previously clinched on the Team Suzuki GSX-R1100.

This year's dramatic Series Final awarded a hefty \$60,000 in prize money and posted \$40,000 in addi-

tional contingency, thanks to our Associate Sponsors. The National Cup Series is the best way we know of to prove Suzuki's commitment to the tradition of grass-roots racing in America.

Congratulations to all who participated in the '89 Series. And, if you look forward to standing in the Winners' Circle next year, we suggest you start by seeing your Suzuki dealer soon. He's got what it takes to be the best of the best.

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The ride you've been waiting for.™

Suzuki firmly believes motorcycle racing belongs in one place—on the racetrack. To this end, the Suzuki National Cup Series is designed to promote motorcycle road racing on the track in a controlled closed-course environment. For the name of your nearest Suzuki motorcycle dealer call: 1-800-255-2550. Details of the 1990 Suzuki National Cup Series Final will be available from your local Suzuki dealer in January.

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Danny LaPorte rode the first leg on the LaPorte/Hunnicutt/Roeseler team. He held the overall lead when he handed the bike over to Hunnicutt.



Darryl Folks was the second bike to cross the finish line in La Paz. The Folks/Hammel/Morris trio finished six minutes behind Roeseler.

LaPorte, Hunnicutt, Roeseler capture Baja 1000 victory

By Kit Palmer

Photos by Tom Van Beveren, Kinney Jones and Palmer

LA PAZ, B.C., MEXICO, NOV. 9-11

Almost a full hour past midnight, Team Green's Larry Roeseler and his Kawasaki KX500 crossed the finish line in La Paz, taking first place overall honors at the 22nd

Annual Presidente/SCORE Baja 1000. Roeseler, along with teammates Danny LaPorte and Ted Hunnicutt Jr., completed the 992-mile course in 17 hours, 53 minutes and 16.3 seconds, beating the next closest team of Darryl Folks, Danny Hammel and Scott Morris, aboard a 540cc KTM, by just six and a half minutes. The winning Kawasaki team aver-

aged 55.46 mph, while Folks, Hammel and Morris averaged 55.13 mph. In comparison, the first car to complete the trek — a Class 8 Ford driven by Robby Gordon and Bob Bower — averaged 54.901 mph to finish in 18:04:07.86.

"This is awesome," said Roeseler, who added a sixth Baja 1000 win to his resume. "This is the best feeling — it really is. Going all the way to La Paz is a true Baja 1000. It's a hard,



Scot Harden, along with teammates Dan Smith and Kevin Hines, was running second before experiencing electrical problems near the finish.

long race. This is definitely one of my best wins. It feels great. I just wish Hunnicutt could be here at the finish, but he's stuck out at one of our pits north of San Juanico where he gave the bike to me. He's waiting for a ride back in."

LaPorte, who rode the first leg of the race, arrived by car in La Paz moments before Roeseler crossed the finish line.

While LaPorte and Roeseler were being honored on the rostrum, Folks came riding up as the second overall motorcycle finisher.

"It's pretty neat to finish fairly close to Larry like that," said Folks moments after receiving the checkered flag. "I figured we would get blown away."

There were a few last-minute changes prior to the start of the race. Motorcycles were originally scheduled to start at 7:30 a.m. Thursday in Ojos Negros, but local farmers who didn't want the race to run through their land were threatening that action would be taken if the race were held. With concern regarding potentially dangerous booby traps on the course, SCORE president Sal Fish decided the night before the race to move the start area 29 miles south of Ojos Negros on Highway 3 to El Alamo Road; he also opted to move the start time up to 7:00 a.m.

Fish said: "A few people out there have tried to cause a problem against this race and against me personally for whatever reason. We've held this race for the last 15 years with the permission of all the authorities in this country and with the help and cooperation of the business people in Ensenada and the ranchers over whose land we have gone. Whenever we have had a problem, we have changed the course so that we wouldn't bother the people who live out there."

The night before the start of the race, Fish added: "Right now there is a court injunction out and it is being served on the few people who seem to be behind these problems. The injunction says that if there is

a problem with this race they will be arrested."

Fish also warned the riders "to use your good judgment. Do not take any chances to try to get a finish."

Despite precautionary measures, such as posting police, soldiers and sailors from the starting line to Santa Ines, 300 miles down the course, Hammel, who started the race for the Folks/Morris team, hit a big hole dug out in the course by vandals, causing him to crash hard and break off his KTM's front brake lever. In addition, closed gates gave the first rider through, Steve Burnell, some problems.

"I had to stop and open four gates," said Burnell. "I should've closed them," he added in jest.

By moving the start area, the total mileage of the race dropped from 1021 miles to 992 miles. There were a total of 11 checkpoints throughout the event, the first being at Mike's Sky Rancho, some 60 miles into the race.

At 7:10 a.m., LaPorte left the starting area for Roeseler and Hunnicutt, but 10 miles into the race the former 250cc MX World Champion ran into some problems.

"I crashed, got back up, passed four or five guys more and then crashed again while trying to pass another guy — it was so dusty you couldn't see 10 feet in front of you," said LaPorte. "I finally got into the clear and was running in the top three or four. When I got to Camalu (about 150 miles into the race) we were running second behind the Honda guys, Bruce Ogilvie and Chuck Miller. They were four minutes and 30-seconds ahead of us physically, but just two minutes on adjusted time. But something happened to them near Santa Maria and the next thing I knew we were leading."

"Heading into the pit at Santa Maria we were about eight minutes ahead of Danny and then the ignition went out," said Ogilvie, who had won the Baja 1000 the last two years. "We changed the ignition, a



Winners Roeseler (center) and LaPorte (right) share the spotlight on the rostrum in La Paz. SCORE president Sal Fish (far left) watches.

wheel and the air filter and I gave the bike to Chuck."

According to Team Green's race manager Marc Johnson: "When the Honda went into Camalu, Chuck Miller, physically, was ahead of LaPorte by four minutes and 30 seconds, which put him two minutes ahead of us on adjusted time. When Danny arrived at Santa Maria, he was only down two minutes physically which put us in the lead by 30 seconds there. Danny then caught Bruce somewhere between Santa Maria and Guayquil. At that point, Danny got lost going into Guayquil pit and gave back a minute and a half."

"I got lost coming into the pit and couldn't find my gas," said LaPorte. "I only pre-ran my section once and wasn't that familiar with it and I ended up doing loops inside this little area trying to find my gas. Leaving the pit, Bruce was about a minute and a half ahead of me and I couldn't quite see him. We then got on the highway and I saw him down in a sandwash — his bike had broke. They were our main competition."

Ogilvie explains: "It snapped a crankshaft on the right side, just inside the cam gear. I had just given the bike to Chuck and he was on a long section of pavement and then it broke."

LaPorte rode the first 350 miles, approximately 50 miles short of Bahia De Los Angeles, and handed the bike to Hunnicutt with about an 11-minute lead on KTM-mounted Dan Smith, who was looking for his first-ever, point-to-point Baja 1000 win.

Hunnicutt's 350-mile ride between Santa Ines and San Juanico went smoothly. Johnson described Hunnicutt's ride as, "The smoothest and most flawless ride by anybody in the race."

About 250 miles into Hunnicutt's 350-mile stint, he stopped 30 miles short of San Ignacio to install lights on the KX500. The KX featured a new kind of lighting system installed especially for this year's race.

"What really worked good on our bike this year was the lighting system we used," said Roeseler. "We used a small battery and street bike lighting coils. So right when you flick the switch to turn on the lights, the batteries kick in and the lights are always white, no matter what rpm. When you shut off for the corners, the battery feeds the lights and when you get back at higher rpm, the ignition recharges the battery. So you can ride really fast and smooth and

keep a higher gear, where normally riding at night you're slipping the clutch and keeping the revs up, trying to keep the light bright. Our new lights worked really, really good. It helped a lot."

Installing the new system, however, requires more work than usual and the team experienced nine minutes of down time before Hunnicutt could get back on the trail.

Just before reaching San Juanico, Hunnicutt handed Roeseler the bike for the last 350 miles of the race. When Roeseler took the reigns it was already dark, about 7:00 p.m., and he had a narrow time-adjusted, two-minute lead over the new second-place team of Greg Zitterkopf, Paul Krause and Garth Sweetland, riding a 604 ATK four-stroke. Krause was riding the night stretch.

The ATK had taken over second place early in the race from the Smith/Hines/Harden team when their KTM began running poorly.

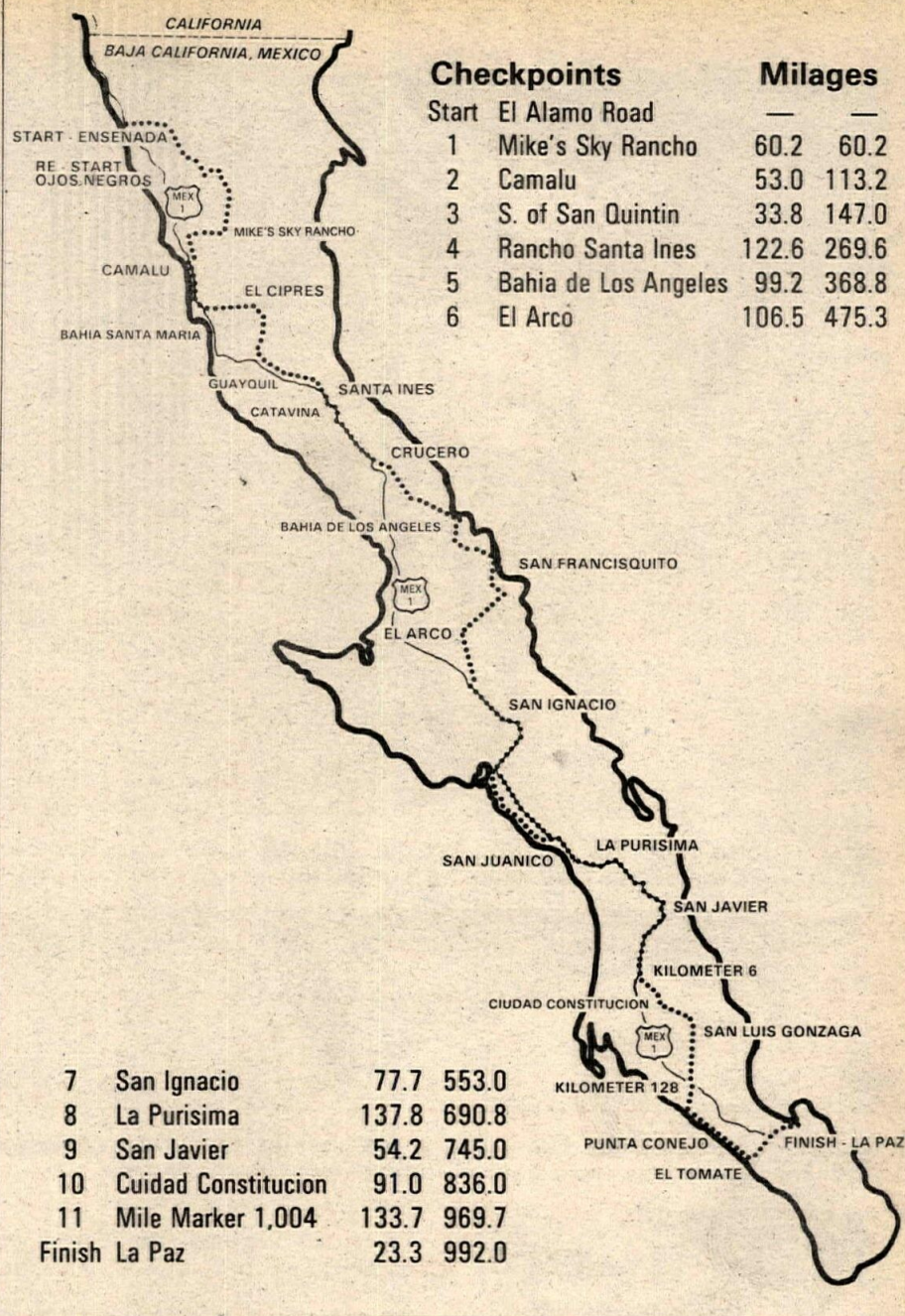
"It happened early on and I don't know if it was jetting, carburetion, or if dirt was coming through the air filter or what it was," said Hines, who was riding his second-ever Baja 1000. "Dan rode first, then me, Dan again, and then Scott. When I got the bike, it wasn't running right."

The Smith/Hines/Harden KTM team was running third at this point with Folks, Hammel and Morris cruising in fourth.

Later into the night, though, Krause had problems and dropped back 30 minutes, handing the number two overall position to Folks, who was approximately 20-30 minutes behind Roeseler.

Roeseler was enjoying a comfortable lead until 50 miles from the finish and 10 miles from his last pit when the drive chain broke on the Kawasaki.

"When I crossed the pavement for the last time, Marc (Johnson) said I had about 28 minutes on the next rider," said Roeseler. "Then about 10 miles before the last check my chain broke and popped the circlip off the countershaft and the countershaft sprocket came off. Luckily it all, chain and sprocket, stayed together — the chain and the sprocket were hanging down by the footpeg. I didn't have a chain-breaker with me and I had to somehow knock out the broken chain link, but it was tough because the plate was broken and the pins were mushroomed. I ended up using the tip of my spare spark plug to punch the pins through, so I could put on a new master link. Luckily I had my McGyver knife and my tools in my



fannypack to get it going again," Roeseler joked.

"I got the chain and sprocket back on but I didn't have a circlip to hold the sprocket on the countershaft, so I had to ride the next 10 miles holding the sprocket on with my boot," Roeseler added. "I putted and putted after that until I could get a new circlip, which I did at the next pit. Man, I was sweatin' bullets there for a while!"

The whole episode cost Roeseler approximately 15-20 minutes. But he was still the first rider to cross the finish line in La Paz, seven minutes short of 1:00 a.m., with a little over six minutes to spare over the second place team of Folks, Morris and Hammel. About 15 minutes later, Krause crossed the line and 24 minutes after that Harden took the checkered flag.

When Folks took over from Morris at San Juanico for the final section he was running fourth, a few minutes behind Harden and Krause. But between San Juanico and La Paz, a distance of approximately 350 miles, Folks got by both Harden and Krause.

"When I got on the bike I didn't go five miles before I hit something that I think was a dog," said Folks. "It was grey and had shaggy hair. Man, it scared the crap out of me. What a way to warm up, huh?"

"Then I started making up time and I came across Harden," said Folks. "I was in his dust and all of a sudden he was standing in the middle of the course, he was having some kind of problem."

Harden said: "I got the bike from Dan (Smith) at San Javier and we were right behind Paul Krause. I took off after Paul and about 12 miles out of the pit the bike just quit. I

pulled the spark plug out, no spark! I pulled off the tank, the seat — I pulled everything off the bike. I couldn't fix it. I was there for 30 minutes. Darryl came by and I told him to tell my crew that I wasn't coming. Finally, I was deciding whether to build a fire or work on the bike some more. Well, I decided to work on the bike and I found out that the spark plug cap had a bad connection. It started but still ran crappy the rest of the way, but I'm glad I'm here, I thought for sure I would be spending the night out in the desert."

Once past Harden, Folks set out after second-place Krause.

"I started getting in Krause's dust, but all of a sudden my front brake broke — it just vanished — for some reason. I rode from Constitucion to the finish (162 miles) without a front brake. That made things kind of difficult.

"And then I saw what I thought was Krause, but I wasn't positive. I saw a guy behind a tree and it looked like he was sitting on a bike.

"At my last pit they said, 'Darryl, Roeseler's only five minutes ahead of you.' I figured Larry was 30-35 minutes ahead of me, because I had slowed up with my front brake problem. My crew said, 'Oh no, he's going about 20 mph, he's having some kind of problem with his bike.' So I went for all I was worth trying to catch him. I knew when I rode past Roeseler's pits after that, though, that whatever was wrong they'd gotten it fixed."

Coming into the finish area, Folks had problems with Mexican spectators throwing things at him.

"I got hit in the side of my head by a beer can," said Folks. "I kind of saw it coming at me out of the



Kawasaki-mounted Joey Lane was a member of the winning 250cc squad. His teammates were Danny Hammel and Charlie Morris.



ATK's Greg Zitterkopf (shown) and crew finished third overall.

corner of my eye and it splattered all over my head. And then another guy threw a big rock at me and hit my knee."

The third overall finishing team was Zitterkopf, Sweetland and Krause. It was ATK's first major effort in the Baja 1000.

"We were running second until a few miles from here when Paul (Krause) stalled the motor in a turn and couldn't get it started," said Zitterkopf, who started the event for the ATK team. "The electric starter broke right at the start, and when Paul stalled it, it took him about a 100 kicks to get it going again. We lost about 20-25 minutes there."

Shortly after Krause, Harden came rolling over the finish line.

"We did the best we could and I'm happy," said Harden. "There was some tough competition out there."

A little over two hours after the

first bike finished, the first 250cc machine, a Kawasaki KX250, crossed the line ridden by Mark Vanscourt, who teamed with Robert Playtha and Joey Lane.

"We had a good ride until I got the bike for the second time," said Playtha. "The light brackets broke, both bottom pins fell out, and I had to hold the lights and ride with them for 40 miles 'til I got to a pit. I put on a tie-down to hold them up and it didn't stay very good."

"After I got the bike, the lights just kept bouncing up and down," said Vanscourt. "Finally, the lights were out completely and I had to rely on my tiny 75-watt lights on my helmet for about 25 miles — it was a bitch."

"We led all the way to San Ignacio," said Lane, "and then the McKays (Brad and Tod McKay and Darren Sanford) passed us in the pit while we were working on the bike. I passed them back at San Javier when they were in the pits working on their lights."

The McKay and Sanford team, riding a Suzuki RMX250, ended up finishing second in class, about 14 minutes behind the Vanscourt/Lane/Playtha team.

"We got off to a good start and were a minute behind the class leaders at Santa Maria," said the finisher, Sanford. "Then we lost 15 minutes at Bahia de Los Angeles when my partner Brad crashed and messed the lights up. At San Javier, we pulled off the gas tank to check the wires, but we lost 40 minutes and the lead. That was the race for us. Todd got on and picked up 10 minutes on the 250cc leaders between Kilometer Six and Kilometer 128 but that was it. I rode to the finish but had some problems. I crashed twice and got lost once."

When Brad McKay crashed and broke the Suzuki's main lights, he was forced to ride with just his small helmet lights, but later turned them



Roger Hurd, Tim Morton and Jeff Martinez piloted a Kawasaki KX125 to the 125cc class win in 21:25:27.1. They averaged 46.30 mph.

off when he said he could see better under the moonlight.

Finishing third in the 250cc class were Kawasaki riders Kenny Parry and Brett Howell. However, Parry crossed the finish line approximately 12 hours after Roeseler had finished.

Howell was the starter for the team and rode 150 miles before handing the Kawasaki to Parry. Parry rode his first 100-mile stint and then gave the bike back to Howell. But just before reaching Bahia de Los Angeles, Howell crashed hard and was unable to continue.

Parry, meanwhile, was waiting at Bahia de Los Angeles for Howell to come in and make a switch. But when he instead heard the news that Howell had crashed and was shaken up, Parry drove 60 miles back up the course in a car to where Howell had bailed. Parry repaired damages to the bike and rode approximately 680 miles to the finish.

Out of seven 250cc starters, only these three teams finished.

Kawasaki-mounted Roger Hurd, Tim Morton and Jeff Martinez topped the 125cc class in 21:25:27.1.

Hurd, who finished the race, said his partner Martinez crashed near San Quintin and bent the handlebars. That was about the only problem the team had the whole race.

"We had a great ride," said Hurd.

KTM pilot Lee Pearson was the first Class 30 (30 years of age and older) rider across the line, but he, Kevin Paul Colan and Paul Ostbo ended up third in class via adjusted time. The winning Class 30 team was filled by Honda riders David Rees, Brian Harris and Wayne Martin, who finished the event in 20:01:53.5. Finishing a little over 10 minutes behind the Pearson team was the duo of former factory Honda MX mechanic Chris Haines and Randy Rodriguez, riding a Honda XR600. Haines and Rodriguez stopped the clock at 20:10:21.8.

In his first Baja 1000 finish ever, Honda-mounted Wayne Cornelius, along with Todd Martella and Rick Shirley, easily topped the Class 40 (40 years plus), finishing ahead of Honda riders Richard Jackson, John Etchart and Charlie Conway. Cornelius, Martella and Shirley's time was 22:22:16.5, Jackson, Etchart and Conway's 23:00:32.4. Desert race promoter Casey Folks, former multi-

time National Enduro Champion Dick Burleson and Barry Higgins finished third in class on a KTM.

And in the final motorcycle class, KTM-mounted Charles Salem, Richard Christian and Al Guzman topped the Class 50 division over Honda pilots Dick Vick and John Watkins. Salem, Christian and Guzman finished the race in 24:48:59.2.

Competing in his first-ever SCORE event, Dave Vick, from Laguna Beach, California, rode the event solo on a Honda XR600 Honda and finished 14th in Class 22 (Open). It took him just over 26 hours to complete the race.

Of the 105 motorcycles entered in this year's event, almost half of the teams were from Japan. The first Japanese team to finish was Eizaburo Karasawa, Yasushi Maruyama and Seiji. Riding a Honda XR600, the team ended up fifth in Class 22, in 22:47:36.3.

Seventy-three motorcycles officially crossed the finish line at La Paz.

Results

O/A: 1. Danny LaPorte/Ted Hunnicutt/Larry Roeseler (Kaw) 17:53:16.3, mph 55.46; 2. Danny Hammel/Scott Morris/Darryl Folks (KTM) 17:59:33.3, mph 55.13; 3. Greg Zitterkopf/Garth Sweetland/Paul Krause (ATK) 18:14:34.3, mph 54.38; 4. Dan Smith/Kevin Hines/Scot Harden (KTM) 18:38:14.9, mph 53.23; 5. David Rees/Brian Harris (Hon) 20:01:53.5, mph 49.52; 6. Chris Haines/Randy Rodriguez (Hon) 20:10:21.8, mph 49.18; 7. Mark Vanscourt/Robert Playtha/Joey Lane (Kaw) 20:19:08.1, mph 48.82; 8. Tod/Brad McKay/Darren Sanford (Suz) 20:34:22.3, mph 49.22; 9. Lee A. Pearson/Kevin Paul Colan (KTM) 20:47:24.5, mph 47.71; 10. Dan Worley/Ron Bishop/Gary Nolan (Hus) 21:07:23.5, mph 46.96; 11. Roger Hurd/Tim Morton/Jeff Martinez (Kaw) 21:25:27.1, mph 46.30.

CLASS 20 (Under 125cc): 1. Roger Hurd/Tim Morton/Jeff Martinez (Kaw); 2. Dale Wentworth/Tim Orchard/E. Brookfield (Kaw); 3. John Braasch/Eric Gunther (Yam); 4. Pat Boulland/Arnaud Debron (Kaw).

CLASS 21 (Between 126 & 250cc): 1. Mark Vanscourt/Robert Playtha/Joey Lane (Kaw); 2. Tod/Brad McKay/Darren Sanford (Suz); 3. Brett Howell/Kenny Parry/Tedd Hunnicutt (Kaw).

CLASS 22 (Over 251cc): 1. Danny LaPorte/Ted Hunnicutt/Larry Roeseler (Kaw); 2. Danny Hammel/Scott Morris/Darryl Folks (KTM); 3. Greg Zitterkopf/Garth Sweetland/Paul Krause (ATK); 4. Dan Smith/Kevin Hines/Scot Harden (KTM); 5. Eizaburo Karasawa/Yasushi Maruyama/Seiji Adachi (Hon).

CLASS 30 (Over 30 years old): 1. David Reese/Brian Harris/Wayne Martin (Hon); 2. Chris Haines/Randy Rodriguez (Hon); 3. Lee Pearson/Kevin Paul Colan/Paul Ostbo (KTM); 4. Dan Worley/Ron Bishop/Gary Nolan (Hus); 5. Scott Anderson/Michael J. Burke (Hon).

CLASS 40 (Over 40 years old): 1. Wayne Cornelius/Todd Martella/Rick Shirley (Hon); 2. Richard Jackson/Charlie Conway/John Etchart (Hon); 3. Casey Folks/Dick Burleson/Barry Higgins (KTM); 4. Jim O'Neal/Gene/Sam Dempsey (ATK); 5. Neil Manninen (Yam).

CLASS 50 (Over 50 years old): 1. Charles Salem/Richard Christian/Al Guzman (Hon); 2. Dick Vick/John Watkins (Hon).

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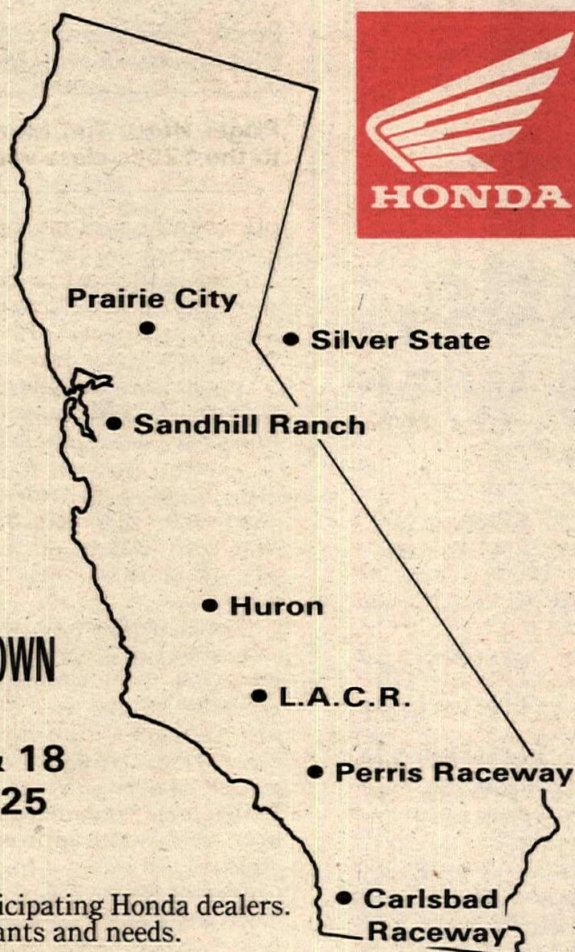
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Motocrosser Keith Johnson scored the overall victory at the final National Hare Scrambles of the year. He finished inches ahead of Plessinger.



Scott Plessinger captured his first-ever National Hare Scrambles Championship after finishing second overall in Wrentham, Massachusetts.

AMA National Championship Hare Scrambles Series: Final round

Lojak loses battle, Plessinger wins war

By Steve Tower

Photos by Paul Clipper/Trail Rider Magazine

WRENTHAM, MA, NOV. 12

Twenty-two-year-old Scott Plessinger from Hamilton, Ohio, captured his first National Hare Scrambles Championship title after taking second place at the series finale in Wrentham. Hosted annually by the King Philip Trail Riders, this year's event attracted nearly 600 riders.

Team Green/Smith/Hi Point-sponsored Plessinger finished second overall for the day, coming through the finish line glued to the rear wheel of race winner Team Green/Dunlop/AXO-sponsored Keith Johnson from Pembroke, Massachusetts. Plessinger and Johnson completed the nine lap event in two hours and 45 minutes.

Race winner Johnson, a local and National motocross rider, took over the lead on the third lap after having to kick his bike five times at the dead-engine, hands-in-the-air start. After taking over the lead, Johnson spent the remainder of the race keeping distance between himself and a hard changing group of National riders.

Coming into the series' final race only two points separated the top three riders. Team Yamaha/Metzeler/Smith-sponsored Ed Lojak led the series by one point over American Honda/Sportstown USA/Thor/White Bros./Majers Mfg/PJ1/Sprockets Specialty-sponsored Scott Summers, who was followed by Plessinger one point back in third. Never had the Hare Scrambles Series been so close going into the final round, and although the highly anticipated Lojak, Summers, Plessinger battle never really materialized, there was enough action to keep local hare scrambles fans smiling for weeks.

The event started at 9:00 a.m. with the National race first followed later in the afternoon by the novices. The National was a five-wave start with the 250cc and Open As starting on the first row. No rider had any clear advantage from the start and it took the better part of the first lap to sort things out. The first rider through the barrels was local motocross rider David Rudnicki, aboard a Suzuki RM250. Rudnicki had built up a 20-second lead on the rest of the field which he managed to hold on to for three laps before falling back with mechanical problems.

Johnson, meanwhile, had gotten off to a terrible start after having to kick his Kawasaki five times to get it running. By the time the pack hit the woods on the first lap Johnson was in 30th place with plenty of riders in front of him to get by.

Johnson said after the race, "I had been practicing my one-kick starts all week, but when the flag dropped it just didn't happen."

It took Johnson three laps to catch Rudnicki who at this point was beginning to fall off the pace.

Behind Johnson the Plessinger/Summers/Lojak battle was starting to heat up and at the end of lap five the three riders all pitted together to refuel for what seemed to be a terrific push to the finish. On the sixth lap disaster struck the Summers' team. While going through the tight woods section Summer's XR600's gas cap came off and soaked his legs, chest and other "sensitive" areas. Summers eventually stopped to take

a bath at a water hole he found in the woods.

After the race Summers said, "It was just too painful to continue," and when asked how he felt about the way the series ended, Summers said, "I'm glad to see Scott (Plessinger) win, he has worked hard all season and deserves to win the championship."

While Summers was suffering from his misfortune, Lojak and Plessinger were pushing each other in an effort to catch Johnson. By the ninth and final lap the race had come down to a three-way battle for the lead with Johnson holding a 10 second advantage over second place rider Plessinger followed closely by a hard charging Lojak.

At the end it was Johnson taking the win with Plessinger bumping his rear wheel as the two passed through the barrels for the ninth and final time. Lojak finished in third, 10 seconds back with no rear brake. Lojak's rear brake had faded during his last lap charge and ruined his chances for another National Championship.

After the race Lojak said, "I always wait until the end of the race to really turn it up, I was making my move when the brake went away."

Fourth overall went to Dennis Decker who finished first in the 125cc A class. Decker started with the second wave, two minutes behind the first wave, but still managed to make up the time and pass all but the top three riders.

Fifth overall and first in the Open class went to Don Grahm.

Almost always voted as New England Trial Riders (NETRA) "best" hare scrambles course, this year's track had a lot to live up to, and it did. Trail boss Ron Ryan and his group of King Philip Trail Riders put together 7.1 miles of the best hare scrambles course they could. The start area was in the first of three "fields" which sent riders up a long grassy front straightaway, into and through some fast sweeping turns before entering the toughest three-mile long woods section. From there riders were led out onto the second "field" which included a 70 mph straightaway, lots of turns and a rutted mudhole which sent more than one rider over the bars.

After field number two, riders headed back into another woods section before entering the third and best field of the course, 2.2 miles of grass track style motocross racing

with a few surprises thrown in made this section of the course a favorite spot for spectators. The final push to the barrels included a one-third-mile long series of S turns to help spread out riders and prevent bottlenecks at the barrels.

After the day's racing many riders were heard praising the course and the professional way in which it had been laid out.

First overall in the 200cc A class went to Mike Carlon on a Kawasaki KDX. After the race Carlon said, "My bike's suspension just doesn't have it on these rough motocross style tracks."

First overall in the Senior class was Paul Michels aboard a ATK 406. Michels, a contender for the Senior Championship said after the race, "These guys put on a great event, it's a nice way to end the season."

Trail boss Ron Ryan wanted to give special thanks to the Wrentham State School for the use of their land, and also thanks to all the volunteers and King Philip club members who helped make this year's event such a success.

Results

- C-125: 1. Philip Todesco; 2. Phil Lemere Jr.; 3. Todd Smith.
- C-200: 1. Marc Thgriren; 2. Gene Garneau; 3. Dan Hayes.
- C-250: 1. Kris McNamara; 2. Todd Ely; 3. Jerry Reese.
- C-OPEN: 1. Danny Morris; 2. Scott Evans; 3. Brad Maine.
- C-4-STRK: 1. Mark Freitas; 2. Tom Schou; 3. John Gallant.
- JR: 1. Wes Clarke (Yam); 2. Mark Ritch (Hon); 3. James Kelly (Cag).
- MINI: 1. John Cahill (Suz); 2. Paul Rose (Suz); 3. Tim Cahill (Suz).
- A-125: 1. Dennis Decker; 2. Nathan Martel (Suz); 3. Jack Hazelwood (Hon); 4. Lee Pelletier (Hon); 5. Ron Petrucelli (Kaw).
- A-200: 1. Mike Carlon (Kaw); 2. Craig Miller (Kaw); 3. Steve Wall (Kaw).
- A-250: 1. Keith Johnson (Kaw); 2. Scott Plessinger (Kaw); 3. Ed Lojak (Yam); 4. Duane Conner (Yam); 5. Robert Weber.
- A-OPEN: 1. Don Grahm; 2. Lee Helliwell; 3. Chris McGirr (Hon); 4. Bob Bennett (Hon); 5. Dave Gunn (Hon).
- A-SR: 1. Paul Michels (KTM); 2. Peter Ruggerio (KTM); 3. Al Desrosiers (Suz); 4. Dave Kelly (KTM); 5. Joe Lojak (Yam).
- A-S/SR: 1. Dave Fitzgerald; 2. Jerry Shinnors (KTM).
- A-4-STRK: 1. Pat Wolf (Hus); 2. Paul Wilton (Yam).
- B-125: 1. Karl Backlund; 2. Robert Judson; 3. John Day.
- B-200: 1. Tim Jonelis; 2. Kevin Soboleski; 3. Dennis Byrnes.
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- B-OPEN: 1. Brian Maranda; 2. Mike Hines; 3. Dean LaMontague.
- B-SR: 1. Denis Brissette; 2. Claude Leonard; 3. Joel Lepley.
- B-S/SR: 1. Al Carniani; 2. Roger Schultz; 3. Toni Moores.
- B-4-STRK: 1. Peter Collins; 2. Cris Crispin; 3. Joel Phelps.
- O/A: 1. Keith Johnson (Kaw); 2. Scott Plessinger (Kaw); 3. Ed Lojak (Yam); 4. Dennis Decker; 5. Ron Grahm; 6. Lee Helliwell; 7. Duane Conner (Yam); 8. Robert Weber; 9. Dan Kelly (Yam); 10. Scott Brothers (Cag).

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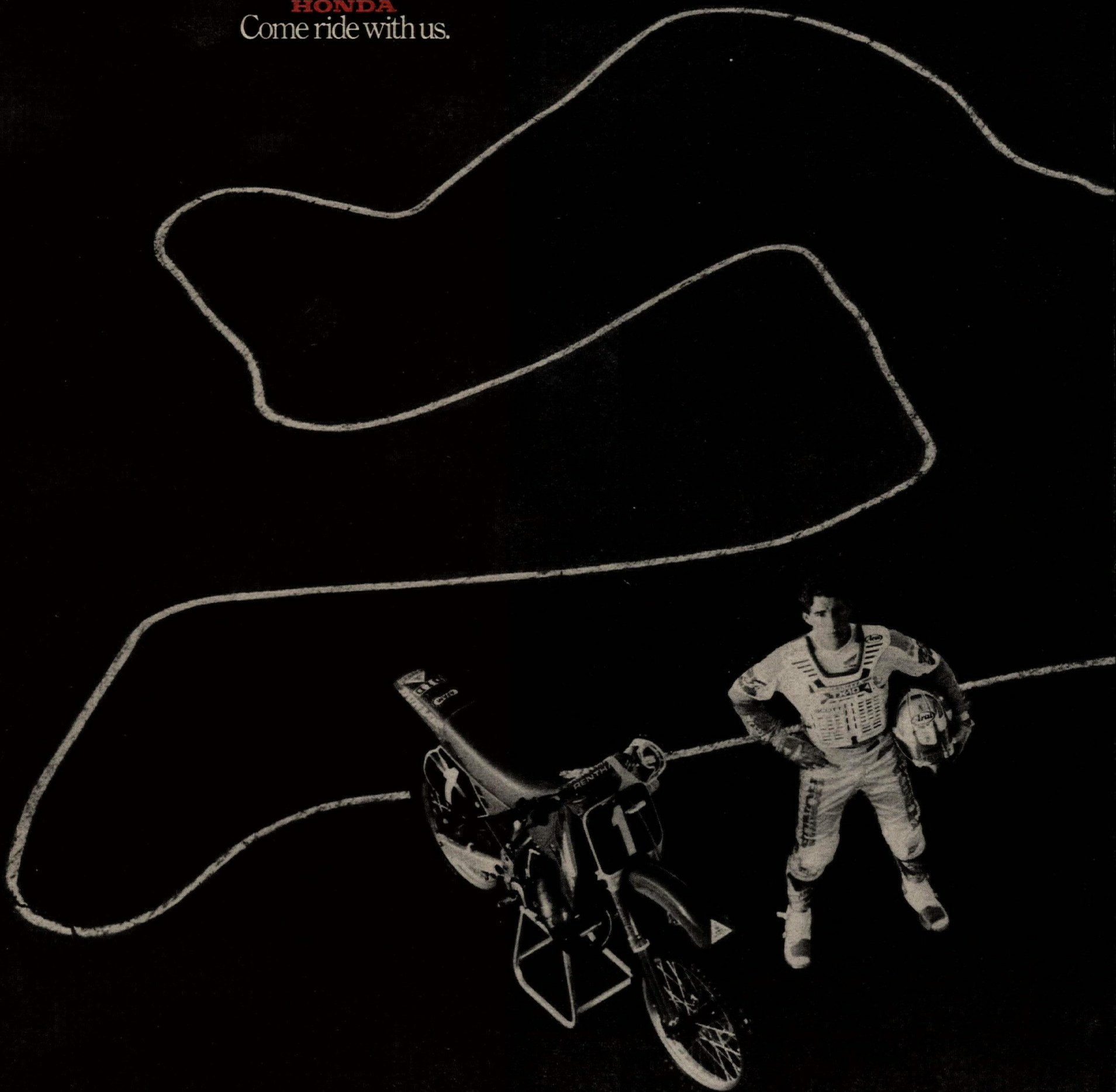
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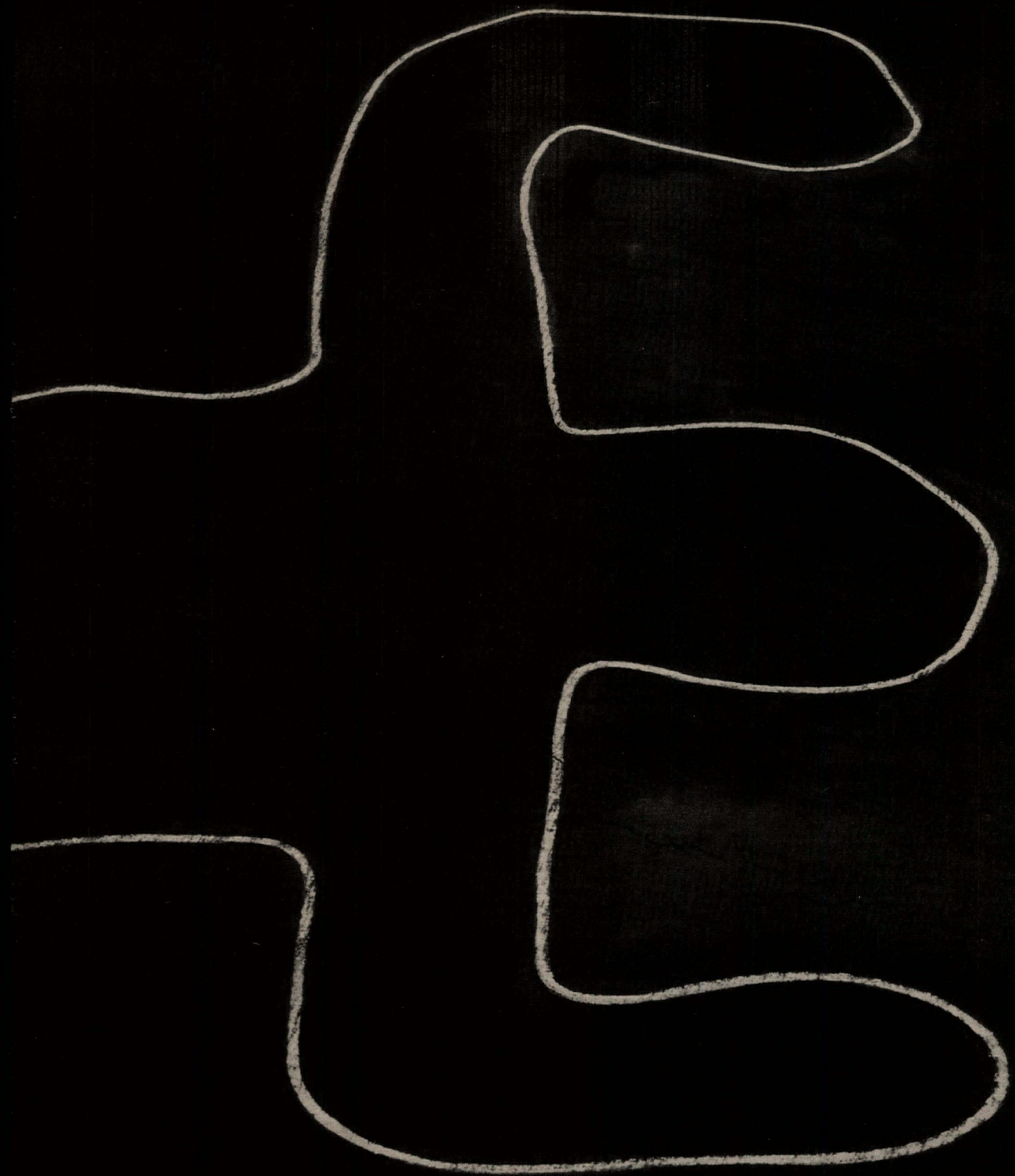
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A fast Texan hits Japan

By William Edgar
Photos by Junko Yamashita and Edgar

For eight months, a Texas storm named Doug Polen battered the ancient isles of Nippon to eventually blow the prestigious 1989 All Japan TT Formula One and Formula Three National road racing competition right off the map.

The 28-year-old American, in his epic first season on non-domestic circuits, re-wrote the record books by riding to unprecedented double series championships in both Japan's Formula-One and Formula-Three categories aboard Superbike-equivalent 750cc and lighter 400cc GSXRs prepared for the Suzuki factory by Fujio Yoshimura at his shop on the rural edge of Tokyo, now acclaimed birthplace to the most torrid motorcycles in Japan. That Team Honda, Kawasaki and Yamaha collectively formed a season-long nemesis failed to crush the Polen-Yoshimura combo.

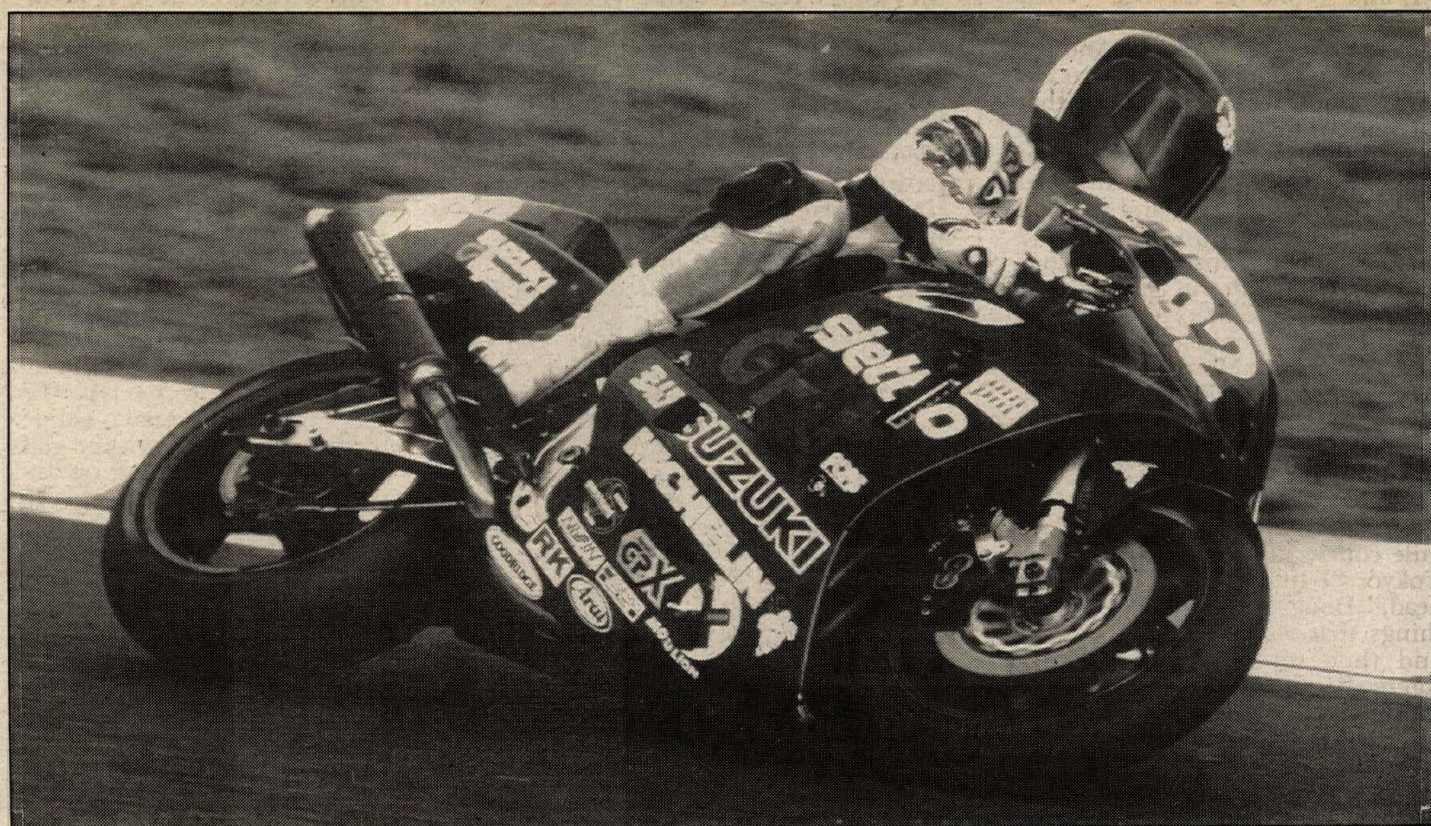
After coming to the battle irritatingly off-tune and initially allotted only standard-grade racing rubber from Michelin, Team Yoshimura fought to wrench its tune-&-tire act together and duke it out with the opposition, then ran brilliantly to the wire for the big twin-win.

There's a familiar word in Japan for what Doug and Fujio did — "seiko." Here in the States we call it victory, triumph, or just plain old "success."

But behind the headlines come retrospective questions. Such as — How can a grass roots American with only a privateer's past take on and defeat the hottest road racers today's Japan has to offer, on Japanese home tracks, right under the noses of the most technologically advanced motorcycle manufacturers in the entire world?

First off, it's a long, intricate story that requires much condensing. Plus understanding the stunning riding talent who not only challenged the Japanese way of precision road racing, but also totally consumed it — in fact, took it right into his very being — physically, emotionally, philosophically. No walk-through racer won these two championships, no sir. The one who did, Doug Polen, went at it the way an ardent surgeon saves a life. He knew his own mind and where to put the blade.

It all began a year ago when, after losing 1988's AMA Superbike Championship to Bubba Shobert by just



Doug Polen became the first to ever win the All-Japan TT F-1 and F-3 championships in the same season.

four points, Polen signed with Rodney Sheldon, the top Hollywood entertainment manager who also knew and loved motorcycle racing and wanted a road race winner on his client roster. And Polen took a lot of flak for it. The racing community doubted the ethics of this Tinsel Town marriage — thinking "Hollywood Guy Grabs Greedy Racer Only To Gouge Sponsors For Big Bucks." Wrong. And Sheldon proved it. After weeks of heavyweight negotiations, he ultimately placed Polen smack in the middle of the Japanese show, where Doug would have to run against that nation's best, and be scrutinized by Asia's massive road racing audience. In other words, where Polen The Racer might gain stardom quickest on an international level. And when critics continued to accuse and grumble, Sheldon figured he'd knock them flat — by turning over to Doug and his bride, Dianne, his own manager's commission for the entire first year of Polen's contract (by season's end a substantial sum, indeed).

With that scenario more or less resolved, the next encounter for Doug was to mesh gears with his new Japanese ride, the formidable Team Yoshimura-Suzuki. Its chief, Fujio Yoshimura, had become a brash new legend in his homeland, a recognition begun by his revered father "Pops" and further enhanced through Fujio's own achievements in building and campaigning winning race bikes. Beyond Yoshimura championships in Japan in '85 and '86, Fujio's top rider Yukiya Ohshima won the All Japan F-1 title in '87, but then Ohshima fell from the pace — and somewhat from grace — the year after, a not uncommon follow-up in the complex Japanese racers' psyche. Hence Fujio's attraction to the rising Stateside protagonist, Polen, who'd already won races on Yoshimura bikes in both the U.S. and Japan.

Fujio, along with California-based colleague Suehiro Watanabe, figured Polen might have what it takes to help further develop their race bikes and win back the prestigious All Japan championships, a revolutionary concept of bringing fresh American riding talent into a traditionally nationalistic Japanese

arena. What Fujio didn't figure was, with Rodney Sheldon managing Doug and campaigning Polen's potential and updated dollar/yen value, Yoshimura Japan would have to part with considerably more cash for a Polen contract than Fujio ever imagined. The deal was made regardless. So, coming into it on a big premium as he did, the Yankee racer in King Fujio's court was on trial from the start.

What then happened was this. Last March, at the '89 season's first race by Ise Bay south of Nagoya, at famed Suzuka Circuit — Japan's pride in international racing and



Diane and Doug Polen, and his manager Rodney Sheldon.

militantly Honda-owned — Doug Polen and the Yoshimura/Suzuki GSXR750 fizzled while Honda scored 1-2-3. In Hollywood, where Sheldon awaited phoned results, Polen's also-ran fourth at the All Japan opener was tantamount to a box office bomb. But only three weeks later, at the very next race, in a post-main event following the Japanese Grand Prix so daringly won by Kevin Schwantz, Kevin's pal Doug Polen picked off his smaller displacement yet highly competitive Formula Three field one by one to win from behind on the Yoshimura at Suzuka. Unlike Polen's one-shot GP debut on a poorly prepped works Suzuki earlier that day, Doug's F-3

ride was a masterpiece of tactical control that only a handful of spectators were still around to watch. And, pitside, Fujio with his racing scene celebrity sister, Yumiko Kato, saw it all. And it pleased the hell out of them. At that moment, the Yoshimura siblings must have felt that with Doug Polen they had their rider. What remained on their do-list was a Yoshimura/Suzuki race bike that could dominate the '89 field by meeting the challenge on Michelin.

Tires were a major factor from the outset. Sure, Polen could grab poles well enough with the rubber he was given, but he still needed the higher level stuff to race hard the full distance and win — at a time when Michelin's best seemed to be going exclusively to star GP teams. And the struggle was only aggravated by contract interpretation among Michelin Japan and the Yoshimura front office. Doug was caught in the middle. Home now in Texas, he comments, "Our tire situation didn't sit real good at the first of the season with me, let's put it that way."

And then the rains came. Monsoons. In Japan, frequent and torrential. Returning to Suzuka in late April to race the F-1 again, Doug's face shield fogged halfway through a downpour, dropping him to an embarrassing 11th place finish. "I had to cock my head all the way back and sit straight up just to see out of a little crack at the bottom," he says. "Everybody asked me, 'Is that some kind of new riding style you've got?'" Exposed to all the elements, natural and deductive alike, probably no motorsports professionals make easier targets for criticism than motorcycle road racers. They could just as well have bull's-eyes painted on their leathers.

Depressed, trying to sort approaches to the taxing calendar of F-1 and F-3 races that lay ahead, Doug elected not to go to a late April F-3 event at Nishi-Nihon, west of Hiroshima. His friend and teammate, the seasoned Ohshima-san, ran away with the race. Clearly, Polen had to yank his act together. And in early May he got his first chance — at Sugo, the Yamaha-owned resort in Miyagi Prefecture, two rail hours north of Tokyo by Bullet train. "It

was wet the whole time," says Doug. "But I qualified on the pole on the F-1, and second on the F-3." Then on race day it stopped raining. "So we had no dry time testing. And the front tire compound I picked was too hard," Doug recalls vividly of that F-1 ride. "The front-end pushed all around the track and never got hot enough to really work." He finished sixth. But he went out and won on the F-3. That night, Doug and Dianne stuffed themselves at a fancy sukiyaki-ya. Japan was beginning to be a neat place to be.

While friends home in America were celebrating Memorial Day, the Polens were off to Tsukuba Circuit. Recalls Doug, "After the Sugo race, I said, 'I've got to get a grip on this situation here, and I mean literally!'" Tsukuba, where Polen won last year as a Yoshimura guest, is a quick 1.27-mile course just a short drive from Tokyo. "I lifted things out of my head," Doug says of then, "all the things that weren't working right, and then made a game plan." Aggressive tire testing and changes to the bike's geometry suddenly turned things around. He put his F-1 on the pole, then won the race.

Polen was getting in sync, building new confidence in what he did and the way he did it. At Suzuka in June, in the rain once again, he nailed down the helmet-fogging problem and put his F-1 on the pole for the 200-kilometer race. The 35-laps around Suzuka's 3.64-mile up-and-downer in stifling summer humidity would feel like an enduro. Says Doug, "The track was dry by then, the sun was out, and it was really hot!" So was he. Polen won both classes, and snatched the F-1 series lead by a single golden point. And he'd already moved to the top in F-3. Doug was lookin' good.

It was back then to Tsukuba for an F-3 only. Raining, natch. "We tried tuning the engine differently for more mid-range. It worked, but when you add to the middle on an engine that small, you lose horsepower on top." The 250cc two-strokes as a result blew Polen away on the straights, and he finished only fifth. But, because his main F-3 competition Noboru Aoki pitted with clutch pains, Doug bumped his series lead to 17 points.

Sugo was next. Early July. More rain. "One of those 'weather races' again," sighs Doug reflectively at his golf course-facing house in Texas. He qualified third on the F-1, and the race began in a dose of chronic Sugo fog. By lap 10, while Doug was flat hauling in second place, drafting Shoji Miyazaki's works Honda through the mist, officials whipped out the red flag. Doug suffered, because rules on position reverted to the previous lap, where Polen was only fourth. On the restart, even though his Yoshimura was first across the line at race end, Polen's minus one-second-and-change from "Heat One" dropped him to second behind the happy Honda pilot, giving the F-1 series lead back to Miyazaki. Says Doug, still sensitive to the loss, "That was hard to swallow."

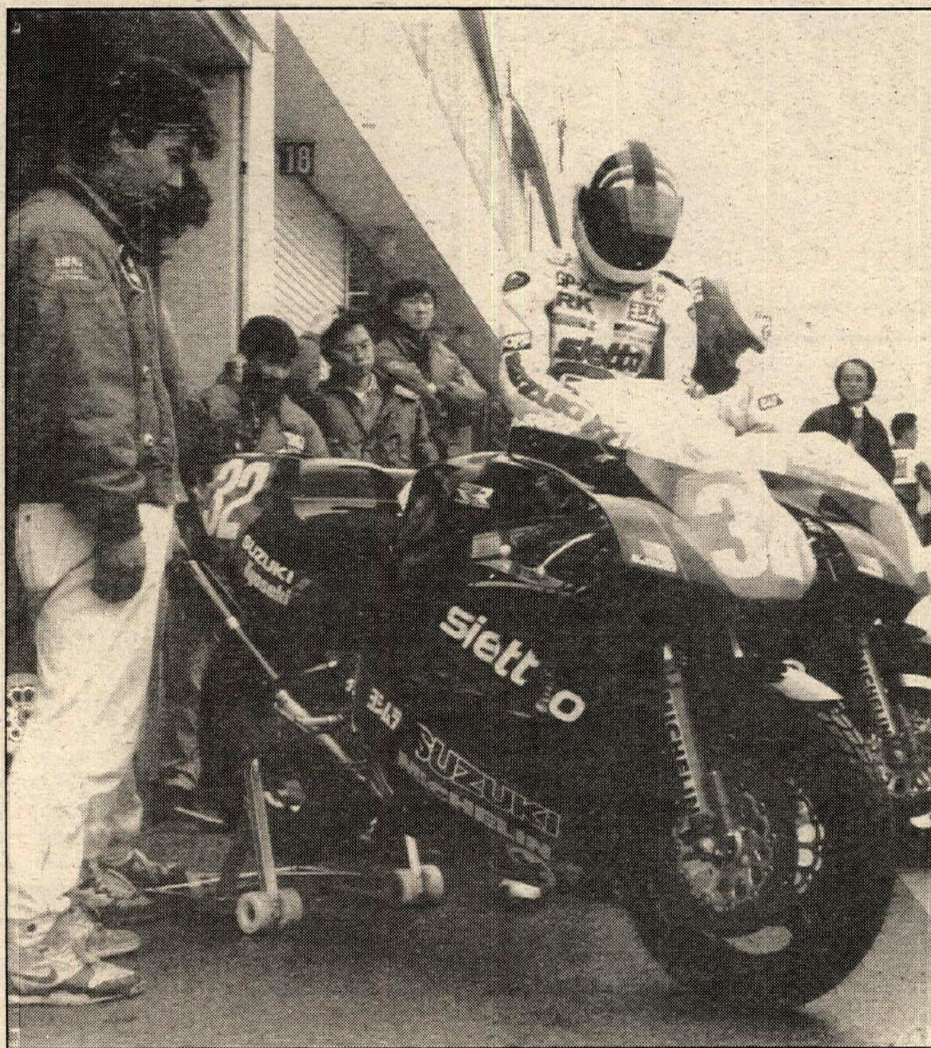
Then came the 8-Hour! Suzuka's share in the World Endurance Championship. Nothing to do with F-1 or F-3, but a biggie. A real major leaguer. And Doug was teamed with Japan GP champ Kevin Schwantz. "We qualified third, same as last year," said Doug, then adds, "But we got into a problem where we ran out of gas three different times, for whatever reason." Alibis are unclear — something about Fujio's miscalculations and Kevin and pitboards. Plus an awkward oil leak. Anyway. They finished eighth. But the race

still carried a plus for Polen. In it, he got to use Michelin's top level GP tires for the very first time. "My laps dropped considerably, to say the least!" And that prime rubber availability stretched to include Doug's next race — back at Sugo for the World Superbike contest. He qualified on the pole with a new course record, breaking Marco Lucchinelli's last year's mark by two seconds-plus, and then went out and won the first race and came fourth in the other. "Yeah," exuded Doug, "and it was all in the rain, too!"

So now he knew the Japanese wet, the vast advantages of top tires, and how his competition was grooving. And when September rolled in, Doug came to Suzuka's F-1'er ready to kick butt. One thing wasn't right, though. The bike. It was still set up for GP-grade Michelins and when

classes. He took both poles with new course records in both categories, then won both races. In F-1, Miyazaki finished seventh, giving Polen a six-point cushion after being behind by five. "Miyazaki-san was using some Dunlops that were working really good for him, and Michelin didn't like that too much, that's why they sent me better tires to be competitive." Also, the GP season was finally over — all of a sudden there were plenty of tires around. This was full on Formula racing now, burners turned up all the way.

Then came Tsukuba, again, at the end of October. The All Japan F-1 super showdown series finale. Miyazaki could charge back and grab the title. Polen could hang on and make a clean double sweep. He already had his F-3 championship



Polen and Yoshimura Suzuki made up a formidable team in 1989, topping factory Honda rider Shoji Miyazaki to win the Formula One championship.

they had to go back to the lower level tires, it simply didn't work as good. "I wouldn't push my luck," states Doug, "I just rode it as hard as I could the way it was set up, and I ended up second. That's the way it goes." He was then five points behind Miyazaki's lead — with only two more F-1 events in the season.

To take his mind off the 750 championship, the next race, an F-3 Nishi-Sendai just north of Sugo, was a kick. One of Doug's favorite Japanese circuits — two and a half miles and 24 turns. He set a new course record and won from the pole.

"It was a lot of fun," he says, "but a little dangerous. There's too much Armco close to the track. They use those big foam bales. I like them better than straw, because when you hit them they're real soft." He then adds, more seriously, "But you can still get under them, just like you can get under straw."

"Next," he goes on, "was the 'perfect weekend.' I couldn't have gotten any better results in any situation, in any category, anything." That race — Sugo in mid-October — was a dream. Polen was always the fastest in practice in both

locked up, and even if Doug went and sat in the grandstand, he was good for the number two spot in F-1. By grid time the prime players — works Honda and Suzuki — already were running the race in their minds. Miyazaki, a brand new father, had the Honda company brass holding their breath. Fujio's face was set, frozen on logic. Starting from the pole, series leader Doug Polen would most likely have to go to the outside as he swept into Tsukuba's monster 180-degree turn one. No greenhorn to 11th hour race tactics, he knew there might be peril waiting. "There was a lot of opposition there," says Doug, today, putting it all together again. "I'll just tell you the way it was. . .

"I knew there was going to be some serious opportunity in turn one to kind of eliminate the competition if possible, without making it look too radical. I was on the outside when I started turning in towards the corner, and low and behold shows up Miyazaki kind of drifting wide on the inside of me. So in my avoiding that, I ended up out in the marbles. I stood the bike up and went straight for a little bit while he went

across my front, then I laid it over again and started back into the corner and the flow of traffic, and then Noboru Miura on his Honda came on the inside of me kind of drifting wide, just like his teammate did. I had to straighten it up again to miss him. I had to keep getting out of the throttle. Everybody was just ripping by me. Then, coming out of the corner, all the way on the outside of the track, Iwahashi-san on the third factory Honda came by and almost forced me out. I was up over the white-painted cement curb. When I finally got through it, I'm back in 'nowhere land!' When you start the race and you're way back in that position, like 12th by then, and you've also got three guys on factory Hondas, one of them trying to win a championship and the other two trying to block, that even makes it harder."

Polen pressed on in the race, calculating points on every lap, caught behind Iwahashi, but able to maintain a position that would earn him the F-1 crown. Australian Peter Goddard, free of the Honda-Suzuki tumult, won the race. Polen, finishing fifth two places behind Miyazaki, had the championship by a two-point margin over the Honda ace. Third on the F-1 series rostrum was the works FZR750 Yamaha rider, Yasutomo Nagai. "It was an interesting situation," said Polen. "Everybody figured I would probably win it. It was like in a football stadium there, they had an American flag on the front grandstands, and next to it in Japanese they had YOSHIMURA and DOUG POLEN and 32. I mean, that was pretty neat!"

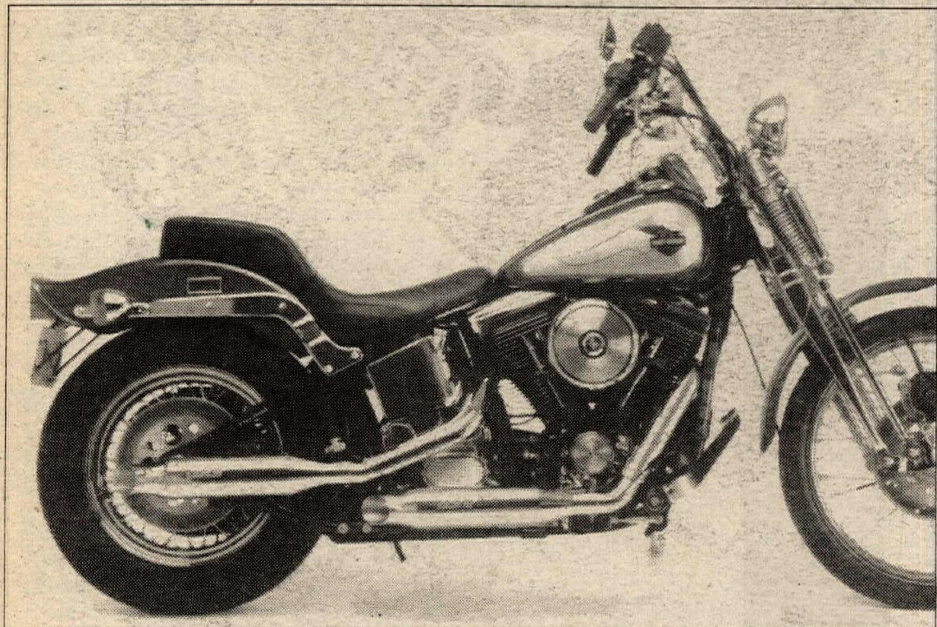
Miyazaki came to Polen's pit after the race. "Obviously he was down and out," said Doug. "I asked him, 'Is Honda pissed that you didn't win?' And he kind of lowered his head, and kind of nodded it." Dianne was there with Miyazaki's wife, her season-long friend, still her friend. Somebody said it was like the Olympics. "Hell, it's just racing," Doug says. "There's a lot of money on the line. If you just go out and do the best you can every time, nobody can ask any more of you than that. When I went into the season, I had two things in mind, to win the Formula One and the Formula Three Championships, and that's what I did."

What about Fujio? — always there, silent most of the time, who at the beginning of the season had said, "Doug will be good for the sport, good for him, for us, for everyone. All Japanese riders fighting against each other in the race, that's fine. But if you have some other blood in it, hey!" Says Doug, "All year long he's been behind me 100 percent. A lot of other team managers or owners in Japan are more like coaches than Fujio is. He's been asked, 'What do you tell these guys to make them go this fast?' And Fujio says, 'I don't tell them anything. I leave them alone.'"

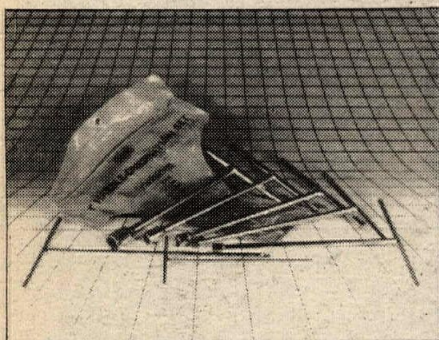
There was another key player at Tsukuba's finale, too. Rodney Sheldon. He was beaming, already working on next year for Doug. But he wasn't saying anything, except that there was definite interest coming from high places. Polen was smiling also, hero to his Japanese fans, autograph man, the only rider ever to win both Japan's TT F-1 and F-3 series in the same year. And he's so laid back about it all. Ask him, for instance, what "TT" means. You get this — "I don't know why it's 'TT.' I've never known what that stood for, or why they called it that. 'Tough Terrain,' I guess."

Or how about just Terrain Tamer? Whatever, Polen's the champ of it. Times two.

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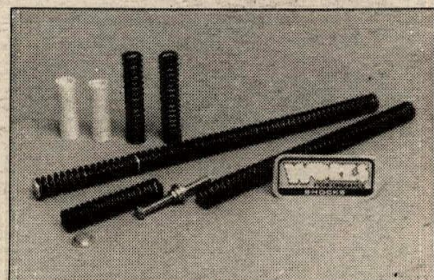


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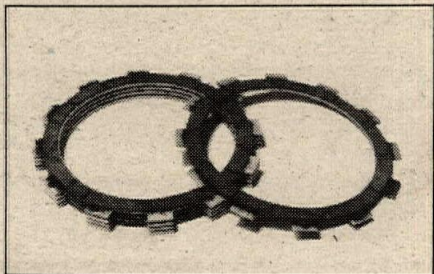


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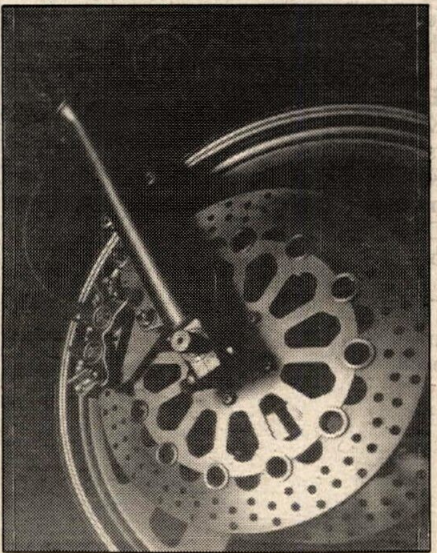




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Stephane Mertens (4) and Fred Merkel (1) resumed their battle for the Superbike championship in Australia.

FILE PHOTO BY KEL EDGE

World Championship Superbike Road Race Series: Round 10

Aussies dominate as Merkel falters in Oz

By Ken Wooton

SYDNEY, AUSTRALIA, NOV. 12

Australian Rob Phillis brought Kawasaki its first World Superbike Championship victory in the Australian round of the series at the tight and challenging Oran Park.

The Kawasaki Australia rider put in a dazzling display on the rain-soaked, 1.62-mile circuit to finish second in leg one, and backed that performance up in leg two with a heady ride to third place, finishing the day as overall winner with 32 points.

Phillis recovered from a slow start in leg one to overhaul the early leader, Marlboro Yamaha Dealer Team's Michael Dowson, and open up a 20-second break before the drying track began to play havoc with his wet weather tires. As he eased the pace, a storming Peter Goddard, Dowson's teammate and one of the two to start on slick rubber, came through the pack like a man possessed to take the checkered flag first. Others were left to slip and slide on deteriorating wet weather tires, or alternately flounder in the pits while unscheduled tire changes took place.

In leg two it was Dowson who led from start to finish in a controlled display of aggressive riding that left his rivals far behind and falling by the wayside. Dowson was the surprise recipient of a factory 0W01, the same bike that he had ridden to first-place overall at the Japanese round of the World Superbike Championship at Sugo.

"The main difference is that it's got a titanium exhaust and a few other lightweight bits. It doesn't make a real lot of difference, sort of like cutting your little finger off," he said.

Nevertheless, it was interesting to note at the weigh-in that Marlboro Yamaha Dealer Team guest rider Rene Bonger's standard 0W01 scaled 382.8 lbs. while the factory-backed Pirovano item just sneaked past the 363 lb. minimum.

Raymond Roche, in a late charge, brought the booming works Ducati home second, while Phillis watched

first Goddard, then Team Honda Australia's Malcolm Campbell, Italian Yamaha rider Fabrizio Pirovano, and Team Loctite's Terry Rymer all fall victim to the unforgiving Oran Park layout.

While Phillis won the day, Roche won the hearts of the crowd with 30 points and second place on the blood red Ducati. Dowson was third overall with 29 points. Sadly for the two fastest men in each leg, they were not to feature in the final outcome. After a change to slicks mid-race in leg one, Campbell had the honor of fastest lap, but his 18th place was of little use. In leg two it was Pirovano who stopped the clocks soonest, but a tangle with Campbell on lap 25 put both men out.

A disappointing crowd of approximately 8000 spectators attended the meeting, the smallest of the championship so far. Most observers considered the estimate to be rather optimistic, and the inclement weather no doubt played its part in keeping the turnstiles revolving slower than anticipated. Those who stayed away missed some excellent racing, with the overseas contingent giving little away to the favored local brigade. Circuit knowledge was nullified by the horsepower advantage of some rather rapid international machinery, least not "the fastest air compressor in the world," to quote the words of Team Kawasaki Australia's manager, Peter Doyle. He was, of course, referring to the bike that went through the speed trap part way down the front straight a good five-plus mph faster than anything else — the booming Bologna twin.

Scrutineering, as always it seems, had its fair share of dramas. "Flyin" Fred Merkel can race all over the world and proudly display his number one plate, yet when he comes to Australia his "knobs" have to be

trimmed to make it more legible. Whatever happened to common sense?

Another little giggle associated with machine eligibility concerned the surprised look on Marco Lucchinelli's face as he wheeled the works Ducati 851 onto the scales to be told it was underweight.

"But it's a twin," he said, reminding the scrutineers that twins have a lower weight limit than their four-cylinder counterparts.

Qualifying

"Here, take it back before I tear it up and do something I'll regret."

Those were the words proffered by Team Honda Australia's Malcolm Campbell as he perused the photocopy of grid positions after Saturday morning's qualifying session. He was back in 29th position — not a pleasant position for the early-practice pacesetter to be in.

The story of practice was the weather. And with the changeable weather came changeable conditions for the competitors, and not only track conditions — scrutineering, interpretation of the rules, and the fine line between a perfectly set up superbike and a misfiring one.

The format for practice was such that Friday was used for timed sessions, those being to determine the field for the actual race. The number of starters was limited to 36, but as it turned out there were only 36 riders who took to the track. Therefore the timed sessions were not required to eliminate some of the field, but purely to provide much needed setting-up time. A number of teams mistakenly assumed that their times would count towards grid positions — a mistake that nearly cost one favored runner a start in the event.

With the late withdrawal of Roger Burnett, Paul Iddon, Davide Tardozzi and a host of others, the entry list was trimmed to a level that meant only one or two qualifiers would be likely to miss. And when Italian Adriano Narducci crashed his Honda RC30 on Thursday, putting himself out of contention, it opened up the field for some of the lesser-known locals who may have had a battle on their hands otherwise.

Narducci's wasn't the only tumble, and others to inspect the Oran Park surface at close quarters included Aaron Slight, Goddard and Bongers, who had a particularly nasty one when the 0W01 high-sided him at Castrol Corner and followed him into the wall. Thankfully, a severe winding was the only damage.

Qualifying took place in two sessions, and it was the morning session that caused the dramas — dramas that is for the competitors who didn't get on the track in the

first five laps, as it then started to rain.

Fastest was Michael Dowson, who'd gone out on new slicks and "pulled the pin," with his teammate Goddard in second. Then came Merkel and Roche. In fact, the latter had set the fastest time of all the timed practice sessions (1:13.158), and this was not to be beaten in the two official qualifiers.

Campbell was in trouble, and with threatening skies his 1:23.482 was barely within the 115% cutoff. As the track conditions improved in the afternoon he kept plugging away, and in a super-human effort hoisted himself to second place on the grid with a 1:13.596. Mertens similarly leap-frogged from ninth to third, with Roche and Goddard claiming the remaining front row positions.

Mertens, desperate to close the two-point gap to Merkel in the series standings, had some reservations about the venue.

"This is not a World Championship track," he said. "It is too short, and it's also very bumpy. In some places it's a little dangerous. I also didn't know that Friday practice would not count."

Mertens was wearing a "girdle" outside his leathers throughout practice: "It helps with the injury I got earlier in the season. My pelvis separates, and cornering on a tight circuit with my legs out is a problem," said the amiable Belgian.

The rider's representative and 13th qualifier, Anders Andersson, was somewhat more outspoken: "We're disappointed with the safety changes. They said the track would be improved but very little has happened. They knew we were coming and could have done something. I asked them for 1000 hay bales last night (Friday) but they said nothing could be done. We'll ride, but they've gone back on their promises."

Pirovano had qualified in a lowly 12th, but wasn't too concerned, having used practice to dial things in for race day. He echoed Andersson's comments: "They promised last year, but only did it in one corner."

Race one

The field gathered on the grid for the scheduled start, with slick tires the order of the day. However, with threatening skies the start was delayed by 15 minutes, and soon the first spots of rain made their presence felt on the riders' visors.

That was the signal for a flurry of activity, with wet tires and spanners being wielded with abandon. That is, except in the Peter Goddard camp, where Warren Willing, freshly returned from the Lucky Strike Yamaha Team, was on hand to guide the young man he personally manages. A slick rear and hand-cut front were the order of the day for the Marlboro Yamaha 0W01.

As the light turned green it was Goddard who led the charge on the rain-soaked track, with Dowson clamped to his tail. Treadless tires were not the right combination at this stage, and as Goddard used discretion, his teammate disappeared into the distance.

At the completion of the first lap it was Dowson who led from Terry Rymer, then Pirovano, Rob Scolyer, Andy McGladdery and Phillis. As Dowson stretched his lead, Phillis was the mover in the pack, and at the start of lap seven he was only .19 second behind Rymer, and .62 second clear of his Kiwi teammate in fourth. Then came Pirovano, Andersson, Scolyer, Suhonen, Campbell, Mertens, Roche, Goddard, Sohwa and Robert Holden on the Bob Brown Ducati.

Rymer didn't finish the next lap, losing the front end at Yamaha Corner. Two laps later, Holden was also out with a blown fuel pump fuse.

On lap nine Phillis went to the lead at Pepsi Corner, a lead he was to stretch to nearly 20 seconds over the next 12 laps.

But the rain had abated, and with a dry line appearing, Goddard began to charge, as those on wet tires began to falter. Goddard climbed from 10th on lap 17 to sixth by lap 20, and was up to second four laps later. Meanwhile, visitors to the pits for tire changes included Campbell, Merkel and Dowson, their hopes of a rostrum finish dashed.

The Yamaha rider eventually passed the Kawasaki pilot on lap 28 and began pulling away, the Team Green hierarchy wisely deciding they had too much to lose by attempting a pit stop at that late stage. As the field crossed the finish line at the end of 39 laps Pirovano took third, with Roche putting the fastest lap of those on wets to claim fourth. One lap down came Slight, Andersson and then Dowson, putting in a valiant charge after his tire change. Mertens was nipped at the line by Dowson by .237 second while Bongers followed a creditable ninth in some esteemed company. Fastest man on the circuit was Campbell, but 18th held little joy for the tough Tasmanian after his tire change.

At the end of the race there were some perplexed team managers along the pit lane. Someone had gotten their sums wrong and the 39-lap race continued for one more circuit, taking the lap tally to 40. With a World Championship at stake some of the passing moves on that 40th lap could have been crucial, but common sense prevailed and the 39th lap placings were the ones that mattered. Thankfully, no one bit the bitumen on that extra circuit.

Race two

A bright and sunny sky greeted the start of leg two, with slick tires all the way around; although Mertens' RC30 had actually appeared with treaded tires, they were soon changed. Arch-rival Merkel had some serious chasing to do after finishing three places behind the lanky Belgian in leg one.

Campbell got the holeshot at the green, but it was Dowson on the factory 0W01 who led the field through the kink at the end of the front straight. As they came through at the end of lap one it was Dowson, Campbell, Pirovano, Goddard, Rymer, Phillis and Mertens.

At the end of eight laps it was Dowson by 3.38 seconds to Campbell, with narrow margins to Pirovano, Goddard, Rymer, Roche, Phillis and Slight, and then a 3.38-second breathing space to Mertens, who had Merkel on his tail.

Pirovano went through to second on lap 11, but by lap 15 Roche had joined the battle and the Italian, Frenchman and Campbell put on the dice of the race, forcing Pirovano to set the fastest lap of leg two at 1:13.120 in his endeavors to get away.

Scott Doohan, elder brother of Rothmans Honda GP star Michael Doohan, had a spectacular get-off on lap 18 when he hit the wall at Castrol Corner, his back tire finally calling enough. This, however, paled into insignificance beside what lay in store on lap 25.

As the high-speed freight train of Roche, Pirovano and Campbell ran out of Yamaha Corner on lap 25, they came upon a lapped rider. All three got by cleanly, but the run through the flip-flop was perhaps not as smooth as it would have been given an ideal racing line, and nobody

wanted to lose the momentum. Whatever the reason, the result was horrific. Campbell clipped the back of Pirovano's bike with his front wheel; some said Pirovano was slower than previously, others that Campbell had gone in too hard. The result was a tangle of 0W01 and RC30 tumbling and sliding along the track at high velocity, before slamming into the tire retaining wall. Campbell escaped with a grazed elbow and battered ankle, while Pirovano was taken to the hospital with a suspected broken ankle — his title hopes dashed.

A hard-riding Rymer, out to prove that young Brits can go just as hard as young Aussies, met with his second misfortune of the day when he hit some oil in the dip leading to Castrol, and gave his Loctite 0W01 its second dose of gravel rash. His finger suffered somewhat more severely, and he also went to the hospital.

The interest now lay in whether Roche could catch Dowson, and he gave it his best shot with some brilliant displays of power sliding and gutsy riding. But the Australian was up to the task, and commented later that he had really taken things to the limit.

"I was having to dig my knee in first before dragging the bike down and sliding it through. Wow, that was hard work," he said.

And so it was Dowson who gave the Marlboro Yamaha team its second victory of the day, and fourth in a row in Australian World Superbike Series rounds. His win lifted him into third overall on the day. Roche claimed second in the race, and second overall on the day, while Phillis persevered as others faltered to not only claim third in the race, but the overall win, despite the fact that his ZXR750 was visibly slower than the opposition down the straight.

Mertens once again fought off Merkel, the two championship contenders finishing fourth and fifth and only .262 second apart. Then came Slight, Sohwa and Bongers, the latter having an excellent meeting with both his qualifying position and race results being in the top 10.

Matt Blair claimed ninth on the Action Suzuki GSXR750RR, while an elated Graeme Morris grabbed eighth on the Silastic Ducati, breaking into the 1:14 lap time bracket with the help of some new Ohlins upside-down forks.

Andersson retired with a mystery misfire, and Finn Jari Suhonen with "brakes that feel like a rubber ball."

Mertens now leads the series point standings with 245 points to Merkel's 242, while Roche (222) leapfrogs Pirovano (208). The final round in New Zealand will decide all.

Results

FIRST LEG: 1. Peter Goddard (Yam); 2. Rob Phillis (Kaw); 3. Fabrizio Pirovano (Yam); 4. Raymond Roche (Duc); 5. Aaron Slight (Kaw); 6. Andersson (Yam); 7. Michael Dowson (Yam); 8. Stephane Mertens (Hon); 9. Rene Bongers (Yam); 10. Scott Doohan (Suz); 11. Fred Merkel (Hon); 12. Jari Suhonen (Yam); 13. John Richards (Yam); 14. Takahiro Sohwa (Kaw); 15. Steve Martin (Suz). RACE TIME: 52 min., 55.552 sec. AVERAGE SPEED: 71.626 mph

FASTEST LAP: Malcolm Campbell, 1:14.187, 78.807 mph

SECOND LEG: 1. Dowson (Yam); 2. Roche (Duc); 3. Phillis (Kaw); 4. Mertens (Hon); 5. Merkel (Hon); 6. Slight (Kaw); 7. Sohwa (Kaw); 8. Bongers (Yam); 9. Matthew Blair (Suz); 10. Graeme Morris (Duc); 11. Robert Scoyler (Hon); 12. Steve Crevier (Yam); 13. Andy Roberts (Yam); 14. Andy McGladdery (Hon); 15. Richards (Yam). RACE TIME: 48 min., 5.321 sec. AVERAGE SPEED: 78.829 mph

FASTEST LAP: Fabrizio Pirovano, 1:13.120, 79.76 mph

WORLD CHAMPIONSHIP SUPERBIKE ROAD RACE SERIES POINT STANDINGS: 1. Stephane Mertens (245); 2. Fred Merkel (243); 3. Raymond Roche (222); 4. Fabrizio Pirovano (208); 5. Andersson (142); 6. Giancarlo Falappa (139); 7. Terry Rymer (101); 8. Baldassarre Monti (99); 9. Michael Dowson (76); 10. Mike Baldwin (74); 11. Jari Suhonen (71); 12. Patrick Igua (64); 13. Alex Vieira (51); 14. David Tardozzi (39); 15. Rueben McMurter (37).

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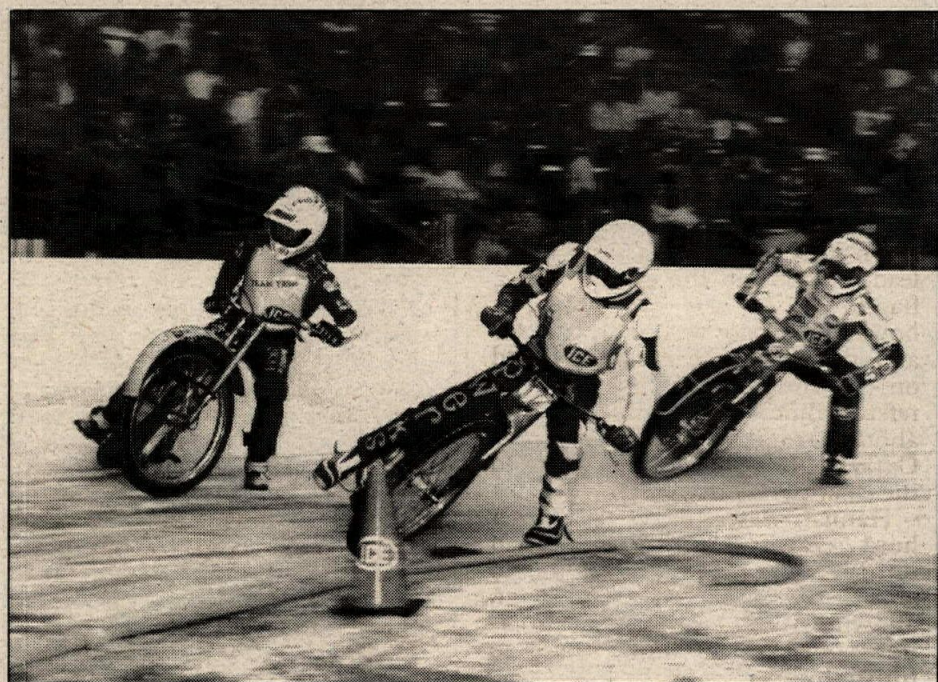
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Robert Curry (28) leads Steve Martin and the rest of the pack in turn one of the West Coast Ice Championship at the Arco Arena in Sacramento.



Robert Curry wrapped up the title with a perfect score, topping Rick Webb and Mark Hannah in the often-restarted race.



Friday night's main event win went to Seth Church (center) over Mark Hannah and Bart Bast (left). George Lazor (right) finished sixth.

West Coast Ice Speedway Championship

Hot Curry on Sacramento ice

By R.C. Jones

SACRAMENTO, CA, NOV. 10-11

Northern California's Robert Curry became the West Coast Ice Champion after two nights of hard-fought action during the opener of the I.C.E. World Cup Ice Racing Series on the frozen Arco Arena oval.

Curry, sponsored by Harley-Davidson of Sacramento and

Hi-Point, went into the championship race with a perfect score and the pole position. Alongside in the first row were Seth Church and Steve Martin. Church was coming off a Friday night sweep, but had struggled early in the action. Martin never got rolling Friday night, but had it dialed in for championship night.

Starting in row two, Rick Webb, Jan Jensen and Mark Hannah were just waiting for the leaders to make an error on the slick ice. Church, George Lazor and Bart Bast bombed out in the first round of action, and only a quirk of draws allowed all three a chance to get back in it.

In the last heat of round two, all four first-round winners came to the line, and only first and second place would give them enough points to keep them in the hunt. Curry won that heat with Martin a close second.

After two rounds most of the riders had only three or four points. Friday night required six points to even think about the Last Chance Qua-

lifier. Saturday's action evened everyone out, and four points would get you a run at the LCQ and the final three spots in the main.

A run-off was needed between Church, Hannah and Webb for the last open spot in the main. Church took that win handily, with Webb and Hannah going to the LCQ. Lazor and Bast got new life in another run-off just to get into the LCQ.

Once again, Hannah did it the hard way and transferred to the main with Webb and Jensen. Lazor and Bast had traction problems with the thin ice in turn three and fell out of contention. Only Curry and Martin made it in without an extra race.

The lineup for the final was set, and it was championship time. When the tapes flew up it really broke loose as all six riders were going for it. In the first turn, Curry out-fought Martin for the lead as Church went sliding to the wall with Jensen. Down the backstraight Mar-



(From left to right) Rick Webb, Curry and Mark Hannah celebrate.

tin's chain fell off, and two more went down causing the first of numerous restarts.

Curry and Martin started well again, with Church leaning on Hannah down the back chute. Martin squeezed by for the lead in turn three with Curry moving alongside as things went haywire again; Church banged past Hannah, an out-of-control Hannah rammed into Curry, Curry shouldered the wall and kept it going as Church slipped by to chase Martin.

Then the red flag came out as a rider lay on the straight. And it was "Indy 500" time with pit crews rushing out to refuel and repair the machines, as 5000 fans enjoyed the spectacle.

On the next restart, Church outgated Curry, but Curry held his ground on the pole, keeping the lead for the opening lap. Then three more riders parked it, and, yes, the red flag reappeared. This time, though, Church was thrown out for causing the accident and the field was cut down to five riders. Curry took the lead for good in this restart, going flag-to-flag for the win. This run, however, was not without the thrills and spills of the others as Curry held on, all the while glancing at the referee, almost daring him to display another red. At the checkers it was Curry with a well-earned win and the championship.

Hannah was cruising to another hard-earned, second-place finish until he tried to crank it up and go after Curry; he proceeded to slide out, allowing Webb past for the runner-up spot. Hannah hung tough to finish third.

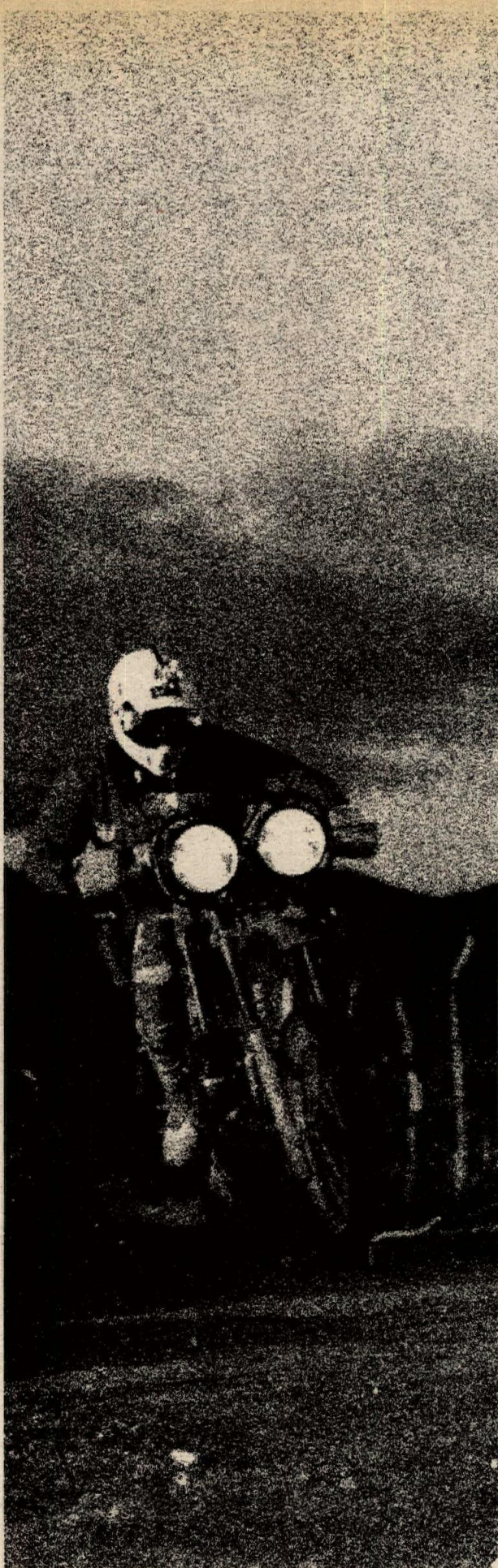
On Friday night, I.C.E. Champion Church gave notice that he was shooting for another title when he won the main event without a second glance. Church, sponsored by Shoei, WD-40 and Zepwerks, started the main event on the pole by virtue of his perfect score from the early heats. When they lined up for the main, Church had Lazer and Bast to contend with. Last year's champ, Lazer, and local favorite, Bast, had looked good in the early rounds and could not be counted out. In row two were Patt Litt, Curry and "Mr. Last Chance" Hannah.

Hannah had the toughest road to get to the main event. First, he had to pre-qualify just to get on the program then, with not enough points to get on the front row of the main, he had to battle through the Last Chance Qualifier - also from row two - to make it to the main. With a steady six laps, Hannah slipped into second for the runner-up spot.

Results

FRIDAY MAIN: 1. Seth Church; 2. Mark Hannah; 3. Bart Bast; 4. Robert Curry; 5. Patt Litt; 6. George Lazer.

SATURDAY C'SHIP: 1. Robert Curry; 2. Rick Webb; 3. Mark Hannah; 4. Jan Jensen; 5. Steve Martin; 6. Seth Church.



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These names are only the winning entrees, overall there were more MS riders out there than we could list on this page. You could say we *own* Baja.

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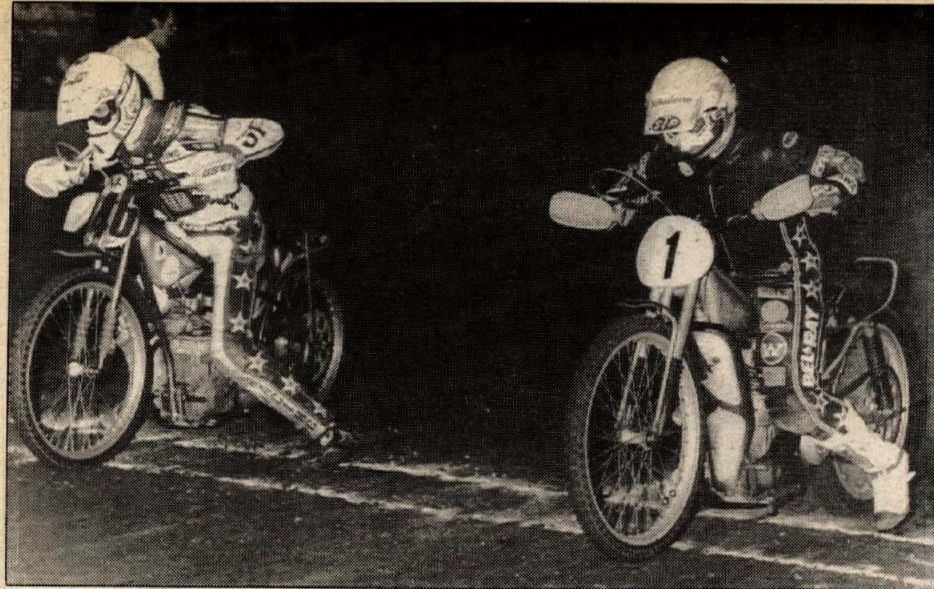
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Bobby Schwartz (1) and Don Odom leave the line during the U.S. Long Track Championship; Schwartz finished fourth in the final.



(Left to right) Simon Cross (third), Greg Hancock (first) and Josh Larsen (second) celebrate after the surprising U.S. Long Track Championship.

AMA Nat'l Long Track Speedway Championship

Hancock surprise at Ascot

By Scott Daloisio

GARDENA, CA, NOV. 10

Speedway made its annual pilgrimage to the legendary Ascot Half Mile for the United States Long Track Championship. The track with the rich history, added another page to its 30-year-long mystique as upstarts Greg Hancock and Josh Larsen thrashed a field of international stars to finish first and second.

Hancock, 19, and Larsen, 17, are life-long friends. They raced against each other in Juniors (Hancock won the Junior National Championship in 1985 while Larsen won it in 1986 and 1987) and they joined each other in victory circle after the four-lap main.

Hancock spent most of the 1989 season racing for the Cradley Heath Heathens in the British League. He was in First Division from the start on Friday. Larsen, on the other hand, was on the program in the Support class. When Canadian rider Shawn Venables cancelled, Larsen moved up to First Division.

Lance King was the quickest rider on the track during the heat races. According to his crew, he was turning laps in the 21:30 range. He and Bobby Schwartz were the only riders to go undefeated and pick up 20 one-point scores from the heats. Hancock was next in line with 19 points followed by Charles Ermonenko, Mike Faria, Gary Hicks, Tony

Bienert and England's Simon Cross. Cross broke a chain on the line in his first heat, but then came back to win his final two to earn a spot in the semis.

Crowd favorite "Showtime" Bobby Ott was making his only stateside appearance in 1989, and it was a disappointing one. Ott was on a two-valve Jawa that dominated the Long Track Finals some 10 years ago. Unfortunately, time and technology have passed up the ancient machine, as Ott was only able to muster four points. Thus, he did not make the semis.

Hancock had the pole for the first semi with Larsen stationed at his right elbow. The remainder of the field had popular Billy Hamill, Gary Hicks, Scott Brant and King.

King wheeled off the line and Hancock was the first rider into turn one. Brant took advantage of the King wheelie and placed his GM into second. The more experienced King took second back as they came off two the first time. He was then ready to go after Hancock.

Coming out of turn four on the second lap, King raced around Hancock. That was predictable. What was not predictable, but it set the tone for the night, was the next corner. Hancock beat King back to turn one. King, winner of the Long Track title in 1983 and 1985, would not be denied. He passed Hancock again out of turn four for the victory as the fans serenaded both riders for their efforts. Larsen, who got by Brant on the first lap, finished third. Brant finished fourth with Hicks fifth, Hamill, who earlier in the night hurt his shoulder, dropped out.

Coming all the way from gate six in the second semi, Schwartz beat

PHOTOS BY SCOTT DALOISIO
PHOTO BY VINCE GUY, JR.



Dennis Hawthorne split double-class wins with Roy Schellenberger in the first two rounds of the U.S. Arenacross Series in Texas.

Faria through the first bend for the lead. Cross, making his first appearance on the legendary half mile, smoked by Faria for second. He kept his momentum up and blew by Schwartz in turn two on lap two. From then on it was all "Crossi," as he easily took the win. Schwartz managed to hold on to second with Faria nipping England's Peter Carr for the final spot in the main.

Before the championship, Bud Carroll (Weslake) hammered the Support class field to win their main. Don Ambrose finished second with Matt Stoutenberg third. Mike Buff, Chris Castin and Mike Stephan rounded out the field. After a serious looking crash in turn one that disabled several motorcycles, officials cancelled the Sidecar main.

The trick riders with the trick long-track motorcycles pulled onto the track for the main. Then you had Hancock and Larsen. The only change to Hancock's bike was a gearbox. The rest of it was strictly speedway. Larsen did not even have that. He was on the same bike he would be riding at tiny Costa Mesa on your average Friday night. No one in their right mind gave them much of a chance.

From gate six, Schwartz was the first to react to the tapes. It was a mad scramble in the first turn as the pack jockeyed for positions. As they sorted themselves out off turn two, Hancock, on the Malcolm Smith/CPI Steel Stockholders/Bell Helmets/Fountain Valley Paints/T&C Surf Designs/STP/Troy Lee Designs/Cirello Racing-sponsored Godden, emerged with the lead. Schwartz, Cross and Larsen were fighting for second. Cross, with an inside pass, took Schwartz for second on lap two. Schwartz came back after him but young Larsen started to move and he blew by all of them in a shocking display. King meanwhile was back in fifth and Faria was far off the pace in sixth.

When the checkered came out at the end of the four lapper, Hancock had bagged a major speedway title. Larsen nipped Cross for second with Schwartz, King and Faria rounding out the field.

"That was the first main event that I made (at the long track)," stated the smiling winner. "I was fortunate to make some good starts and get the shift right. I didn't expect to get off the start the way I did. I just sat up on the front of that thing and went for it."

As Larsen approached, Hancock spoke of his lifelong friend. "That is pretty wild," he said. "He was on a regular speedway bike with no

transmission! Set up for a normal speedway track. To look back after the finish line and see him right there beating all the top guys like Bobby Schwartz, Lance King and the rest of them, you can't complain about that."

Results

LONG TRACK: 1. Greg Hancock; 2. Josh Larsen; 3. Simon Cross; 4. Bobby Schwartz; 5. Lance King; 6. Mike Faria.

SUPPORT: 1. Bud Carroll; 2. Don Ambrose; 3. Matt Stoutenberg; 4. Mike Buff; 5. Chris Castin; 6. Mike Stephan.

U.S. Arenacross Series: Rounds 1 & 2

Hawthorne tops Texas double-header

By Vince Guy, Jr.

WACO, TX, NOV. 3-4

Team Green riders Roy Schellenberger and Dennis Hawthorne split double-class victories in the first two rounds of the 1989 U.S. Arenacross Series at the Heart O' Texas Fairgrounds.

Schellenberger took the 125 and 250cc class wins in round one on Friday, but was unable to stop the defending 125 and 250cc National Champion, Dennis Hawthorne, on Saturday.

Friday

In the first 125cc heat race of the 1989 series, Schellenberger established himself as the rider to beat by leading his heat from wire-to-wire. The Team Green/Pro Circuit/Grapevine Kawasaki/Pirelli/AXO/Scott/Bell-sponsored rider earned the 125cc main pole position with the fastest heat race ahead of Brian McGary and Billy Whitley.

Oklahoma Honda's Lane Norich won the second 125cc heat after battling Cliff Palmer. Norich and Palmer collided in the whoops with two laps remaining. Palmer went down and was forced into the Last Chance Qualifier where he eventually qualified for the main.

Hawthorne led the third 125cc heat from wire-to-wire ahead of a fierce three-way battle between Eric Pavelic, Terry Tinney, and Heath Kirkland, who eventually finished in that order.

Jason Langford put his Yamaha Motor Corp./Hi-Point/Bell/Jo-Jo's/Bel-Ray/Scott-sponsored YZ125 in the main with a wire-to-wire win in the 125cc Last Chance Qualifier. Other qualifiers included Arlington Suzuki's Clay Hoenshell, Fox/Scott-sponsored Matt Chapa and Fox's Jason Upshaw.

In the 125cc main, 16 riders started from a double-row start with Upshaw coming out in front of the pack. By the second lap, Team Green/Sammy White's Kawasaki/Jo-Jo's/Sunstar Sprockets/Answer/EBC-sponsored Hawthorne was leading with Schellenberger applying pressure. A slight miscue on the third lap allowed Schellenberger an inside line to the lead.

"He (Hawthorne) slid wide in the twist section," said Schellenberger after the race. "I think he might have tagged a hay bale. Anyway, it slowed him enough to let me inside. Once I had the lead I pulled away and ran my own race."

Scoring a surprise third-place finish was Spatz Modern Wear/Rogers Yamaha-sponsored Eddie Dickerson, who worked his way up an incredible seven places on the tight arenacross track.

In the 250cc heats, it was once again Schellenberger and Hawthorne who dominated. Schellenberger took his second pole of the evening with the fastest heat race.

Langford won the third 250cc heat race in convincing style while Tinney charged through the pack to earn second ahead of Pavelik.

Hoenshell bounced back from a first-turn crash in his heat to grab the Last Chance Qualifier win ahead of Billy Whitley. The Arlington Suzuki rider took the lead on the first lap with an inside pass over the triples on Kasson Yamaha's Matt Harlan.

As the riders lined up for the 250cc main event, all eyes were on Schellenberger and Hawthorne as they once again lined up next to each other for the start.

Hawthorne grabbed the holeshot ahead of Langford, while Schellenberger was mired back in fifth place through the first turn. Schellenberger made a banzai leap through the triples on the first lap and positioned himself on Hawthorne's rear fender.

"I had a good line through the triples and saw some light so I just gassed it and passed several riders," said Schellenberger, later. "Once I got behind Dennis (Hawthorne) I just kept him in sight, hoping he would make a mistake."

Hawthorne made his mistake on the 17th lap.

"I just lost traction and got a little sideways setting up for the triples," said a disappointed Hawthorne after the races.

Hawthorne's miscue allowed Schellenberger to pull alongside and set him up on the inside of the upcoming twist section. Schellenberger took the lead and led the remaining three laps to win ahead of Hawthorne and Langford in a distant third.

"What can I say? I was second best tonight," said Hawthorne. "Schellenberger rode hard and deserved the win, but it's a long series and it's not over yet."

Saturday

On Saturday night, Hawthorne took the series points lead with wins in both the 125 and 250cc classes. Hawthorne's inspired rides showed why he has won four previous Arenacross Championships.

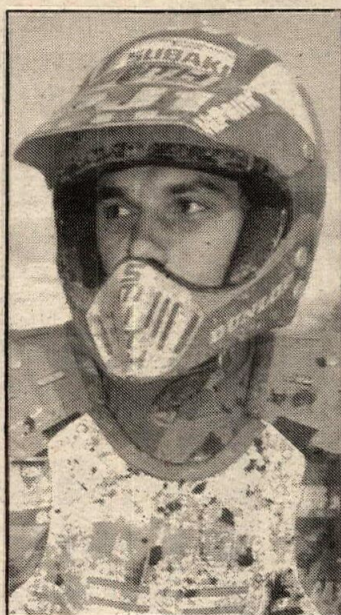
Schellenberger once again handily won his 125cc heat race, staying ahead of a fierce battle between Upshaw and Palmer. Palmer aced out Upshaw, who eventually slipped to fourth place behind young upstart, Kirkland.

Hawthorne won the second 125cc heat ahead of Langford and Tinney, who charged to third after a poor start.

In the 125cc LCQ, Hoenshell

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PHOTO BY BOB MURRAY

Eric Hallgath topped the Turkey Chase H&H at Red Mountain.

easily won ahead of Upshaw and Tim Hodes, who slipped past Matt Chapa on the last lap. All four riders transferred to the main.

The 125cc main could have been called "The Hawthorne Show" as he cruised to an easy win, staying clear of a hectic race for the runner-up position. The previous night's winner, Schellenberger, stalled in the hairpin and forced Langford wide where his YZ125 sucked some track-side banners into the drive chain. Upshaw claimed second ahead of Palmer at the finish.

Schellenberger was visibly off his Friday night pace.

"This is the first race I've been to since I broke my hand five weeks ago," he explained. "After the races last night and the heats tonight, I could hardly hold onto the bars."

Schellenberger led a single-file race to win the first 250cc heat ahead of Palmer and Hoenshell.

Tinney aced out Hawthorne in the second heat. The Team Green/Kawasaki City/Jo-Jo's/Answer/Maxima-sponsored rider was pressured by Hawthorne in the race's latter stages, but held on for the win and a confidence boost that led him to a victory in the Dash For Cash. Tinney also earned the pole position for the main.

Tinney capitalized on his choice on the gate and leapt into the lead at the start of the 250cc main. Schellenberger held second, but eventually would drop out off the race due to his painful hand. Langford slipped into second on the third lap, but lost his seat and ran the last 17 laps standing up.

"I felt good tonight, but had bad luck in both mains," Langford said after the races. "I tried sitting down (after losing his seat) but it felt like I was riding a chopper. You ever 'triple' on a chopper?"

Hawthorne worked his way into second where he took the lead from Tinney on the seventh lap. Hawthorne led the rest of the race while Tinney succumbed to Upshaw on the last lap.

Hawthorne's wins gave him the series points lead in both the 125 and 250cc classes.

"I felt good tonight," stated Hawthorne after the races. "I worked hard and hopefully deserved the wins. I owe the win to Jack Yost. He made some adjustments on my bike that really made it easier to run fast tonight."

Results

FRIDAY

250: 1. Roy Schellenberger; 2. Dennis Hawthorne; 3. Jason Langford; 4. Cliff Palmer; 5. Heath Kirkland; 6. Terry Tinney; 7. Clay Hoenshell; 8. Brian McGary; 9. Clay Branch; 10. Travis Hodges; 11. Lane Norich; 12. Eric Peculick; 13. Tim Hodes; 14. Jason Upshaw.

125: 1. Roy Schellenberger; 2. Dennis Haw-

thorne; 3. Tim Hodes; 4. Jason Langford; 5. Eric Pucelik; 6. Lane Norich; 7. Clay Hoenshell; 8. Cliff Palmer; 9. Billy Whitley; 10. Terry Tinney; 11. Brian McGary; 12. Heath Kirkland; 13. Travis Hodges; 14. Eddie Dickerson; 15. Matt Harlan.

SATURDAY

250: 1. Dennis Hawthorne; 2. Jason Upshaw; 3. Terry Tinney; 4. Cliff Palmer; 5. Clay Hoenshell; 6. Heath Kirkland; 7. Jason Langford; 8. Clay Branch; 9. Lane Norich; 10. Tim Hodes; 11. Travis Hodges; 12. David Mitchell; 13. Matt Chapa; 14. Roy Schellenberger.

125: 1. Dennis Hawthorne; 2. Jason Upshaw; 3. Cliff Palmer; 4. Terry Tinney; 5. Clay Hoenshell; 6. Dane Hillery; 7. Roy Schellenberger; 8. Tim Hodes; 9. Travis Hodges; 10. Matt Chapa; 11. Jason Langford; 12. Matt Harlan; 13. David Mitchell; 14. Stanley Chomer; 15. Heath Kirkland.

U.S. ARENACROSS SERIES POINT STANDINGS

250: 1. Dennis Hawthorne (180); 2. (TIE) Cliff Palmer/Terry Tinney (110); 4. Jason Langford (105); 5. Roy Schellenberger (101); 6. Heath Kirkland (95); 7. Clay Hoenshell (90); 8. Jason Upshaw (85); 9. Clay Branch (65); 10. Lane Norich (50); 11. Travis Hodges (45); 12. (TIE) Brian McGary/Tim Hodes (35); 14. (TIE) Eric Peculick/David Mitchell (15); 16. Matt Chapa (10).

125: 1. Dennis Hawthorne (180); 2. Roy Schellenberger (140); 3. (TIE) Tim Hodes/Cliff Palmer (100); 5. Clay Hoenshell (90); 6. (TIE) Terry Tinney/Jason Upshaw (80); 8. Jason Langford (75); 9. Eric Pucelik (50); 10. (TIE) Lance Norich/Dane Hillery (45); 12. Travis Hodges (40); 13. Billy Whitley (30); 14. Matt Chapa (25); 15. Brian McGary (20); 16. (TIE) Heath Kirkland/Matt Harlan (16); 18. David Mitchell (10); 19. (TIE) Eddie Dickerson/St Stanley Chomer (5).

Hallgath wins Turkey Chase H&H

By Donetta & Bob Murray

RED MOUNTAIN, CA, NOV. 12

Yamaha-mounted Eric Hallgath proved once again that a 125cc bike can run with the big dogs as he topped all the competition for the win at the 45th Annual Turkey Chase Hare & Hound hosted by the SoCal M.C.

Nearly 400 riders lined up Sunday morning under a cloudless sky in Teagle Wash, located near Red Mountain, for the 10 a.m. start. Pie-plates abounded on the starting line with Barstow-to-Vegas hopefuls turning up for the annual Thanksgiving weekend pilgrimage.

Kawasaki pilot Derrick Paiement, who has been leading the pack off the start in desert races lately, shot out first once again, claiming the lead at the end of the four-mile bomb run. Close behind Paiement off the start was Brian Holmes, aboard a Honda 500CR, but he had slipped to third by the end of the bomb run. Sneaking in between the two big Open class bikes was Hallgath on his 125cc. A mile past the bomb, Paiement and Hallgath still claimed their positions, followed by Tom Willis on a KTM 500cc, Holmes and Yamaha 125cc rider Jimmy Lewis. The group led the racers through a zig-zag course up and down sand-washes on their way towards the mountains.

"Derrick and I were riding about the same speed and keeping the same distance between us," said Hallgath. "Then all of a sudden I just didn't see him any more."

When Paiement had reached the second check point, he was inadvertently sent the wrong way by the check crew.

"The ribbon was split into trails for ATVs and regular bikes," said Paiement. "They sent me on the ATV trail and it took awhile to figure out I was going in the wrong direction. By the time I turned around and got back to the check point, 30 riders were ahead of me."

Among the top contingency of 30 riders was Greg Searle aboard a 250cc Honda. Searle stated he had a lousy start, but slowly passed riders through the thick dust in the sand-washes trying to find the leaders. It wasn't long until Searle, who recently earned the second overall 250cc spot in the National Hare & Hound Series, accomplished his goal.

Chasing Searle was Cagiva-mounted John Rudder in the second 250cc position midway through the

first loop. In the midst of the chase, Rudder hit a rock while traveling through the dust and took a tumble.

"After that I just didn't feel good the rest of the race," said Rudder.

Towards the front of the race, Hallgath and Willis were battling for the lead. Willis passed Hallgath and then crashed and went over the bars, providing Hallgath with a clear, dust-free lead.

The racers followed the remainder of the 35 miles of the first loop along the mountains south of Teagle Wash towards pit row. Hallgath was first to gas and get on his way into the second loop with Searle just seconds behind him. Lewis, who had a hard time keeping his 125 ahead of the big bikes, came into pits in third, right behind the two leaders.

Vet rider Ron Bragdon, mounted on a Honda CR500, had a good ride in the first loop with no problems. He was fourth to enter the pits, followed by Suzuki pilot Randy Mosely.

In the last section of the first loop, Scott Stearns on a 250cc Suzuki passed Holmes. Behind him was Kenji Gauthier, also on a RMX 250cc, who was trying to make time following a slower line through the bomb run. Gauthier caught up to Holmes and the pair diced back and forth with Gauthier finally pulling ahead.

"I went just a little bit too hard and got a back flat in the last couple of miles," said Gauthier, who followed Stearns into the pits.

Ninth onto gas row was Rudder, who had recovered from his crash, with Holmes right behind him. The pair were followed by Robert Baehr, who claimed he had an excellent bomb run in which he didn't pass anybody and nobody passed him.

Pushing to make up for positions lost when he was waved into the wrong direction, early leader Paiement left the pits in 11th place. He was followed by George Pennington on a 250cc Yamaha.

"I ate it so hard going out on the second loop," said Hallgath, who is sponsored by All Valley Yamaha, Silkolene Oils and JT Racing. "It was just at the finish of the downhill."

Hallgath was to have trouble one more time as he hit a rock in a canyon, throwing him over the bars, causing a front flat tire and forcing him to ride nearly the whole second loop on the flat.

Farther back in the pack, Bragdon was catching up to Lewis when he got a flat. Stearns noted he passed a rider in the dry waterfall area who was just kicking his bike; it could have been Bragdon.

A real battle was going on between Stearns, Gauthier, Rudder and Mosely as the foursome crossed Trona Road. Mosely was leading the troop, but got passed by Stearns in the little rocky section, by Gauthier in the rocky rollers and by Rudder shortly after.

A frustrated Paiement was still trying to push himself to the limit and found he pushed a little too hard when he took a bad spill, crunching his handlebars and ending the race for himself.

At the front of the race, Searle was just catching up to Hallgath when he smacked a rock, bending his brake pedal. He had to stop, dismount and use a desert tool (i.e. rock) to straighten the pedal.

It was hard to believe Hallgath had a flat as he roared into the finish. He found it hard to believe he had won the race, thinking Paiement was still ahead of him.

After being told by several that he did, indeed win, he finally commented, "I think I won!"

Searle, who had traveled all the way from Reno for the race, made his trip worthwhile by crossing the finish line second for a first place 250cc class finish. He is backed by Hallman/Smith/Big Valley Honda/Bell and Wortham Equipment.

With a whole last section of wide open desert, Lewis and his 125cc had to fight off the big bikes to maintain their position for a third place finish. The Thousand Oaks Yamaha/Malcolm Smith/KalGard/Smith-sponsored rider said, "I saw Eric so far ahead I knew I couldn't catch up because we go the same speed. I was just trying to stay ahead of the big bikes that were starting to pull up on me."

Gauthier and Stearns raced all the way across the valley for the last 20 miles. The Answer-backed Stearns nipped Gauthier right at the finish to nab fourth overall with Gauthier, on his flat, coming in fifth.

Coasting into the finish chute, Bragdon was relieved to see the checkered flag because he had run out of gas. He finished sixth overall and first in the Vet class. Soon behind Bragdon was seventh overall finisher Rudder.

Baehr noted at the finish that he got lost four times on the second loop, although he had a great time on a fun course and passed three or four riders in the tight rocks. "The tighter it is, the faster I go," said the eighth place finisher.

Mosely had a little problem following the trail and found himself overshooting turns, but he charged on to claim the ninth overall slot. Rounding out the top 10 was Pennington.

Holmes, first Open class rider to finish, agreed with all the other top finishers that the course "was terrific and you couldn't ask for more." The Pritchett Cycle and Multi-Air backed rider finished 13th overall despite a rear flat discovered seven miles before the finish.

"There was a lot of challenging stuff, but it was smooth, too," said top Senior finisher Bill Maxim of Lake Tahoe, who is sponsored by Michael's Cycles and CTi Braces. "It was worth the 360 miles ride down here. The weather was good and they say I can chase a turkey." (Top finishers in each class were allowed to participate in the turkey chase.)

First Senior 250cc finisher Rick Claypool and winner of the Super Senior class Dennis Davidge both had races going with contenders in their respective classes. Kawasaki pilot Claypool was battling it out with another Kawasaki rider, Dave Kersting, when Kersting decided to pull out of the race after the first check. Husky-mounted Davidge was having his own race during the first loop with Dick Postma on a ATK. Postma finally dropped off the pace, providing Davidge with a lead throughout the second loop.

The Amateur class left the start line 15 minutes after the Experts. Eventual winner, Frank Chamberlin on a Honda 250cc, had a good start, but got lost with a pack of riders three times. He and Gary Noble, mounted on a Yamaha 250cc, raced out of the pits together. Once in the fast open terrain, Noble took an outside wide line, while Chamberlin took the inside line and claimed he never saw Noble again.

"It got dusty so I slowed down and also got lost a little bit," said Noble.

Chamberlin fell into the finish chute first overall Amateur. In a sentiment shared by many a desert rider, he thanked his dad for all the help during the race, saying he couldn't have done it without him.

Honda pilot Kevin Miles, who finished second overall Amateur and

first in the Open bike class, said, "I bounced off a rock somewhere between the start and the finish — 900 rocks. Actually, it was in a tight canyon."

Miles had passed Noble going over the rocks; Noble finished third Amateur. First 125cc Amateur to place was Chase Bankhead on a Yamaha.

Novice class leader Mike Gates was cruising along on a flat across the last stretch of the course towards the finish when he was passed by Jeff Pace aboard a Honda.

"They kept telling me I was in second place, so I kept pushing it," said Pace at the finish. "I got him a half mile back on the flat road just before the finish. I steamed past him."

It was the first overall Novice win for Pace. It would have also been the first Novice win for Gates, who didn't realize Pace was in his class and had to settle for second.

Results

O/A: 1. Eric Hallgath (Yam); 2. Greg Searle (Hon); 3. Jimmy Lewis (Yam); 4. Scott Stearns (Suz); 5. Kenji Gauthier (Suz).

125 EX: 1. Eric Hallgath (Yam); 2. Jimmy Lewis (Yam); 3. Eric Hanks.

250 EX: 1. Greg Searle (Hon); 2. Scott Stearns (Suz); 3. Kenji Gauthier (Suz); 4. John Rudder (Cag); 5. Robert Baehr (Kaw).

OPEN EX: 1. Bryan Holmes (Hon); 2. Danny Reider (Kaw); 3. Todd Colley (Hon); 4. Mike Kornwinder (Hon).

VET OPEN EX: 1. Ron Bragdon (Hon); 2. Mike McDonald (Hon); 3. Kevin Matheson; 4. Scott Webster; 5. Mike McKeever (Hus).

VET 250 EX: 1. Bill Becker (Hon).

SR OPEN EX: 1. Bill Maxim (Kaw); 2. Craig Wolfson (Yam); 3. Robert Torgerson (Yam); 4. Mike Condit (Hon); 5. Jim Farrand (Hon).

SR 250 EX: 1. Rick Claypool (Kaw); 2. Walt Baehr (Kaw); 3. Jim Smith (KTM).

250 AM: 1. Frank Chamberlin (Hon); 2. Gary Noble (Yam); 3. Charlie Spellman; 4. Donald Barker (Kaw); 5. John Flores (Hon).

OPEN AM: 1. Kevin Miles (Hon); 2. Gary Carmen (KTM).

125 AM: 1. Chase Bankhead (Yam); 2. Kenneth Harman (Kaw); 3. Angel Figueroa (Yam); 4. Steve Moore (Yam).

VET OPEN AM: 1. Unknown; 2. Kris Goolsby (Kaw); 3. Chris Peterson (Hus); 4. Mike Hendrix; 5. Keith Collins.

VET 250 AM: 1. Bob Lumley; 2. Ryan Grosz; 3. Larry George; 4. Kallen; 5. Steve Gilmore.

SR OPEN AM: 1. Ross Barnes; 2. Don Kadlec; 3. William Seales.

OPEN NOV: 1. Robert Heim; 2. Mike Adam; 3. Joe Custer; 4. Todd Garrick; 5. Mark Habert.

250 NOV: 1. Jeff Pace (Hon); 2. Mike Gates; 3. Robert White; 4. Todd Hoy (Yam); 5. Jeff Patten.

125 NOV: 1. Chris Glind (Yam); 2. Aaron Aragon.

S/SR EX: 1. Dennis Davidge (Hus); 2. Dick Postma (ATK); 3. Jerry Harpole (ATK).

VET 250 NOV: 1. Geoff Eldridge (Suz); 2. Greg McLaughlin (Yam); 3. Steve Barklow (Yam); 4. Myron McCormick (Hon); 5. John Jenkins (Yam).

VET OPEN NOV: 1. Randy Perkins (Hon); 2. Alan Busby; 3. Willy Tummers (Hon).

Kindhart wins big in Mini RR

By Audrey Menarik

DALLAS, TX, NOV. 12

John Kindhart, sponsored by Central Yamaha in Plano, Texas, won all six classes he entered at the final race of the season in the Texas Track Challenge YSR50 Road Race Series.

The new Supersport class (which allows pipe and jetting changes only), was the largest class of the day, with 14 YSRs dashing into turn one. Rivals Carmichael and Ewing were tied for first in points going into the race. Ewing got the holeshot; as Carmichael and Carter bumped during the hectic start. Ewing maintained the lead from flag to flag.

All eyes were on the Expert Cash class, as only a four-point spread separated the top production riders. Carmichael led for four laps, but on lap five Kindhart took the inside of the sweeper and moved into the lead. On the ninth lap, Ewing got around Carmichael and they finished the race and overall in that order.

Superbike action was spectacular as 13 expert and novice riders lined up on the grid. Novice Tommy Hickman started on row one, but went down in the first turn on lap one, forcing the others to scramble for position. Jay Deaton led for three laps, but the Kindhart brothers motored by him going into the sweeper; Brad Kindhart retired when his exhaust pipe came loose. Barbie Spears came from the back of the pack to be the first novice rider to finish, which qualified her for the Race of Champions.

Kindhart blasted off the line in Race of Champions Superbike, and like the rest of his undefeated season in this class he took the win. Real racing came from Louisiana rivals Jay Deaton and Joe Prussiano. Deaton held second until the sixth lap when he crashed, and Barbie Spears moved into a temporary second position until she fell in turn three. Deaton passed his way back into third, but couldn't get around Prussiano who held second to the flag.



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Gary Stewart was a class winner at the Perris Trial in California.

Kindhart rode away a big winner in this mini series with winnings of over \$1800 in cash and contingency prizes. Kindhart thought about retiring earlier in the season. Now he is "looking forward to doing even better in 1990."

Results

BEG: 1. Zane Moore; 2. Lance Ferry; 3. Rick McAfee; 4. Audrey Menarik; 5. Doug Simmons.
L/W NOV: 1. Lance Ferry; 2. Tommy Hickman; 3. Audrey Menarik; 4. Barbie Spears; 5. Jimmy Adams.
M/W NOV: 1. John Ewing; 2. Danny Flett; 3. Zane Moore; 4. Doug Simmons; 5. Dago Cervantez.
H/W NOV: 1. Brad Kindhart; 2. Michael Carter; 3. Bill LeSueur; 4. Norman Estes; 5. Rick McAfee.
EX CASH: 1. John Kindhart; 2. John Ewing; 3. Doug Carmichael; 4. Greg Abbott; 5. Brad Kindhart.
25-29: 1. Doug Carmichael; 2. Rick McAfee; 3. Danny Flett; 4. Michael Carter; 5. Zane Moore.
30+: 1. Barbie Spears; 2. Norman Estes; 3. Bill LeSueur; 4. Phil Lang; 5. Penn Bagnal.
S/SPRT: 1. John Ewing; 2. Doug Carmichael; 3. Zane Moore; 4. Doug Simmons; 5. Bill LeSueur.
S/BK EX: 1. John Kindhart; 2. Jay Deaton; 3. Joe Prussiano; 4. Greg Abbott; 5. Doug Carmichael.
S/BK NOV: 1. Barbie Spears; 2. Jeff Mendelson; 3. Greg Allman; 4. Jim Adams; 5. Michael Carter.
U/L: 1. John Kindhart; 2. Brad Kindhart; 3. Doug Carmichael; 4. Jay Deaton; 5. Joe Prussiano.
ROC STK: 1. John Kindhart; 2. Doug Carmichael; 3. John Ewing; 4. Brad Kindhart; 5. Michael Carter.
ROC S/BK: 1. John Kindhart; 2. Joe Prussiano; 3. Jay Deaton; 4. Jimmy Adams; 5. Barbie Spears.

Mook wins at Perris Trial

By Mike Cushionbury

PERRIS, CA, NOV. 11

After three loops of 10 challenging sections, Monica Mook lost 33 points total to capture the Championship Beginner class victory at the Southern California Trials Association's Le' Perris Trial at Perris Raceway.

Mook rode confidently on the first loop to lose only 12 points, but her main rival, Debi Lazzara, would not be out done, also losing a total of 12 on the first loop. At the end of the second loop, the tie was broken with Mook losing 13 points and Lazzara ending up with 15. This put Mook in the lead with 25 and Lazzara following with 27. But now Kevin Sullivan was moving in close behind. He scored a 15 and a 14 for a total of 29; putting him into third place. With one loop left, the victory was within reach of either of the three riders. On the third loop, Mook lost only eight points for a total of 33, to take the victory. Sullivan lost 10 points on the final loop for a total of 39, moving him into second place ahead of Lazzara, who lost 20 on loop three for a total of 47.

In the Expert class, Kevin Norton took a three-point lead over the Beta of Paul Webster at the end of the first loop. Norton ended with a 19, while Webster lost 22 points. On the second loop, Webster took over the lead with a 19 for a 41 total; Norton lost 28 for a total of 47. On the third and final loop, Norton stayed with his 28, while Webster hung on to the lead to take the win with a 15-point third loop for a total of 56.

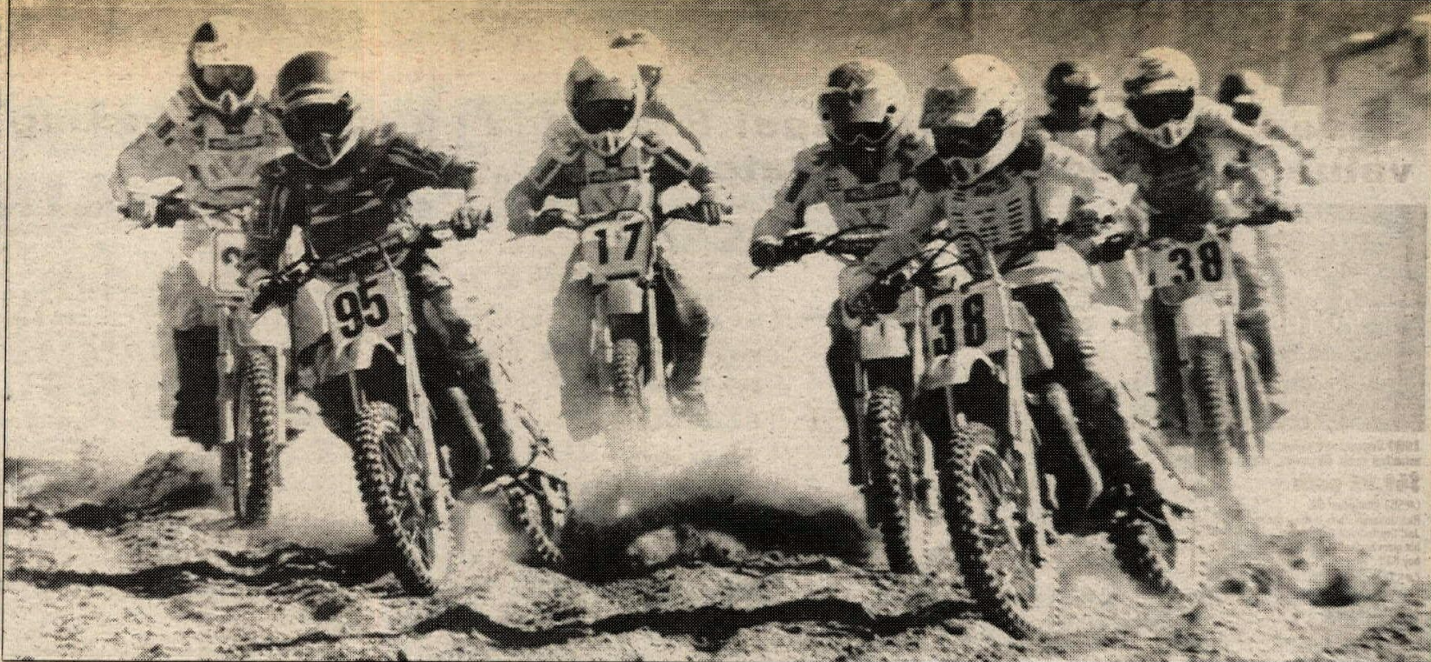
In the Advanced Senior class, Art Webster overcame a 24-point, first-loop tie with Ted Heacox to claim the victory with a total of 63. Heacox followed in second with 67.

Dave Whittle dominated the Intermediate Veteran class, holding the lead for all three loops to take the top-spot honors. Guy Ward and Dave Davenport rounded out the top three.

Results

EX: 1. Paul Webster; 2. Kevin Norton.
ADV C/SHIP: 1. Bruce Davis; 2. Rick Daffern; 3. Ed Stovin.
ADV VET: 1. Kent Graham; 2. Clive Hannon; 3. Pat Fox.
ADV SR: 1. Art Webster; 2. Ted Heacox.
INT C/SHIP: 1. Greg Bush; 2. Jim Rogers; 3. Frank Glas.
INT VET: 1. Dave Whittle; 2. Guy Ward; 3. Dave Davenport.
INT SR: 1. John Bourdeau; 2. Mick Vanaman.

PHOTO BY MIKE CUSHIONBURY
PHOTO BY HURLEY SHORT



Bill Cain (95), Robbie Horton (38), David Price (17) and Chad Newton (38) do battle in South Carolina.

INT S/SR: 1. Gary Stewart.
NOV C/SHIP: 1. Guy Smith; 2. Keith Johnson; 3. Roger Guard.
NOV VET: 1. Todd Rumsey; 2. Jeff Latimer; 3. Nick Laughton.
NOV SR: 1. Bob Thornton; 2. Bob Gouette; 3. Doug Kemp.
NOV S/SR: 1. Dave Stanley; 2. Joe Wirth; 3. Duane Stone.
BEG C/SHIP: 1. Monica Mook; 2. Kevin Sullivan; 3. Debi Lazzara.
BEG VET: 1. Doug Stephens; 2. Dennis Thompson; 3. Larry Emge.
BEG SR: 1. Dennis Finley; 2. Del Harland; 3. Dennis Chiniaeff.
BEG S/SR: 1. Gary Calkins.

Neal masters Hollister Hills Motocross

By Mike Vancil

HOLLISTER, CA, NOV. 5

Chris Neal rode flawlessly in two long Pro motos on the Gran Prix course of the Hollister Hills facility to capture two runaway wins and the overall at the third event in the Fall ATK Motocross Series hosted by the Pacific Rim Racing Association.

A beautiful day finally became available as an early and very dense fog burned away. The track was never dusty nor too wet and the temperature was such that no racer had to worry about himself or his machine overheating.

In the first of the Pro 10-lap motos, Neal and his Suzuki RM250 powered to the lead by the second corner. Three other Pros were in the event and were 125cc mounted. They worked past the 500cc mount of Jim Owens but could not get a handle on Neal. At the motos' end it was Neal, Jeff Pestana on a 125cc Kawasaki, Trevor Meagher on a 125cc Yamaha, Owens on the 500cc Honda and Steve Bonita on another 125cc machine, a Honda.

The second moto was virtually a repeat of the first with the one exception being that Owens didn't try for the holeshot this time and Neal was by himself up front into the first corner. The results were the exact same as in moto one.

A spectacular duel developed between Mark Klauser and Mike Hodges as each tried to show supremacy in the 125 and 250cc Junior class motos. Klauser used a pair of Kawasaki machines while the iron Hodges rode bore Honda labels. Their first encounter was the first moto of the 125cc class and in that battle Klauser made one of his rare mistakes and crashed. Although he left the race on the last lap he was awarded four points for last place.

In the second running of the moto both Klauser and Hodges had to be a little tired for each had to participate in a 250cc moto sandwiched between the first and second motos of the 125cc class. Nonetheless they still battled as if both were fresh. Hodges had the lead for most of the event as Klauser again tested the track with a crash in turn three. He picked himself up in last place quite some distance from the three riders in his class, but he did not quit. In fact, his ride was quite a hit with the fans as he worked up to the third place rider Keith Ward, on a Kawasaki, passed him and set out after the second place man. A lap or so later he passed Jason Chisum on another Kawasaki to take over second. Hodges was a considerable distance ahead and was intent on having a double moto victory, but Klauser had other plans. Although Klauser passed fair and square, Hodges elected not to go after him as he was acutely aware that Klauser's fourth and a first would not yield an overall first place. Hodges' first and second place finishes were solid insurance toward an overall.

The 250cc action for Juniors was in doubt until the last few feet prior to the checkers. In each moto Hodges and Klauser battled back and forth. Each would show signs of brilliant riding and daring moves and then cool it for awhile to rest. Each rider knew that the other was tired from riding four motos on the long, fast and demanding Gran Prix Hollister Hills

course. At the checkers it was Klauser and his Kawasaki first both times. But the second place finishes of Hodges have vaulted him into the lead in the Fall ATK PRRA Motocross Series in the 250cc Junior class. There is one more round remaining in the 1989 series.

Results

P/W 60: 1. A.J. Kirkpatrick (Kaw); 2. Nick Phinney (Kaw); 3. Justin Guzman (Yam).
MINI BEG 80: 1. Jeremy West (Kaw); 2. Ben Shank (Yam).
MINI JR 80: 1. Brian Cruz (Kaw); 2. Tom Burger (Hon); 3. Jake Wikoff (Suz); 4. John Durden (Hon).
105 BIG WHL: 1. Beau Melvin (Kaw).
125 BEG: 1. Rudy Farias (Hon); 2. Josh Chisum (Kaw); 3. Jeff Molina (Hon); 4. Ryan Fontes (Hon); 5. Jon Cabral (Kaw).
125 JR: 1. Mike Hodges (Hon); 2. Mark Klauser (Kaw); 3. Jason Chisum (Kaw); 4. Keith Ward (Kaw).
125 INT: 1. Tyler Hummel (Suz).
250 BEG: 1. Kevin Hunt (Yam); 2. Jeremy Chisum (Kaw); 3. Steve Wallace (Hon); 4. Mack Gitmed (Suz); 5. Pat Garcia (Hon).
250 JR: 1. Mark Klauser (Kaw); 2. Mike Hodges (Hon); 3. Jason Quintana (Suz); 4. Mike Morgan (Hon); 5. Jeff Andrus (Hon).
500 BEG: 1. David Berg (Hon); 2. Gary Bernal (Hon); 3. Ron Azbell (Hon); 4. Peter Dunn (Hon); 5. Rory Brandt (Hon).
500 JR: 1. Jeff Andrus (Hon); 2. Patrick Vacchieri (Yam); 3. Dave Henderson (Hon); 4. David Vogel (Hon).
500 INT: 1. Tommi Hamalainen (Hon).
PRO: 1. Chris Neal (Suz); 2. Jeff Pestana (Kaw); 3. Trevor Meagher (Yam); 4. Jim Owens (Hon); 5. Steve Bonita (Hon).
VET BEG: 1. Scott Kolander (KTM); 2. Rory Brandt (Hon); 3. Michael Toland (Yam); 4. Glen Douglas (Hon); 5. Dave Kelly (Kaw).
VET JR: 1. Dave Henderson (Hon); 2. Steve Randazzo (Hon); 3. David Vogel (Hon).
OT: 1. Bob Hodges (Yam).

Vaught captures win at Camp Coker MX

By Hurley and Dot Short

SOCIETY HILL, SC, NOV. 12

Chuck Vaught won both motos of the 250cc Novice class at the Camp Coker Motorsports Park to capture the overall class win.

Vaught, Lee Martin, Clifford Price and Sam Mitchner were first off the line in the first moto. Vaught held his lead to the finish with Burton, Martin, Donnie Foster and Dennis Jones following.

In the second moto it was Pierce who got the jump on the field. He was followed by Vaught, Martin and Burton. Following a lot of passing and maneuvering, Pierce gave up the lead to Vaught; Taylor remained in third, with Mitchner moving up to fourth. At the flag it was Vaught, Pierce, Taylor, Mitchner and Jones.

In the first moto of the 85cc 7-13 class, Bill Cain grabbed the holeshot with Robbie Horton, Rhett Wilson and Kelly Kellis close behind. On the first lap it was still Cain out front followed by Horton and Chad Newton. Horton appeared to have the fastest bike, and he managed to get the lead and hold it to the finish — followed home by Newton, Cain and Jeff Donaldson. In the second moto, Horton, again, hung tough to capture the win, followed by Cain, Kellis, Clay Brunson and Wilson.

In the first moto of the 125cc Novice class, Ned Blackwelder blasted out of the chute to take the holeshot. He was followed by Richard Nester, Johnny Cox and Allen Rucker. Blackwelder held his momentum while Sam Mitchner moved up through the pack to take over second with Lee (Gator) Todd taking over third. The only changes would come back in the pack as Richard Iblison moved into fourth before falling victim to an old injury and retiring. Blackwelder was followed across the line by Mitchner, Todd, Daniel Morrison and Alan Sparks.

Despite not getting the holeshot, it didn't take long for Blackwelder to take over the lead in the second moto. He would go on to take the win followed by Johnny Cox, Nester, Mitchner and Morrison.

Steve Starnes grabbed the holeshot in the first moto of the 500cc Amateur class, but he would be passed by Dan Herrin. Herrin held on for the win followed by Starnes, Jeff Biggers, Scott Snellings and Craig Walters.

In the second moto Herrin nailed the

holeshot, followed by Starnes, Snellings, Billy Harrison and Biggers. Starnes took over the lead as Snellings, Roger Lineberger and Herrin fell in behind him. Starnes took the win and the overall, followed by Herrin, Biggers, Snellings and Walters.

Results

P/W: 1. Robbie Horton (Kaw); 2. Jarad Kellis (Kaw); 3. Allan Starnes (Kaw).
85 7-13: 1. Robbie Horton (Kaw); 2. Bill Cain (Kaw); 3. Kelly Kellis (Suz); 4. Clay Brunson (Yam); 5. Rhett Wilson (Kaw).
85 8-15: 1. Chuck Shirley (Kaw); 2. Zac Bradshaw (Yam); 3. Daniel Rich (Hon); 4. Richie Horton (Kaw); 5. Jeff Donaldson (Kaw).
S/MINI: 1. Chuck Shirley (Kaw); 2. Richie Horton (Kaw); 3. Zac Bradshaw (Yam); 4. Daniel Rich (Hon); 5. Gage Fortson (Suz).
125 SCHBY: 1. Bo Shannon (Suz); 2. Tilden Styron (Yam); 3. Rusty Coleman (Yam); 4. Randy Hargis (Yam); 5. Billy Woods (Hon).
125 NOV: 1. Ned Blackwelder (Kaw); 2. Sam Mitchner (Hon); 3. Daniel Morrison (Yam); 4. Lee Todd (Yam); 5. Richard Nester (Hon).
125 AM: 1. Jamie Hacking (Hon); 2. Jason Morgart (Kaw); 3. Rusty Coleman (Yam); 4. Glenn Krofchick (Suz); 5. Billy Cox (Suz).
15 PRO: 1. Mike Andrews (Suz); 2. Kevin Walker (Yam); 3. Jay Mann (Kaw); 4. Jim Neese (Kaw); 5. Lee Walston (Yam).
PLUS 25: 1. Keith Rivenbark (Yam); 2. Joe Norder (Suz); 3. R. Van Bartel (Hon); 4. Ronald Dobbs; 5. Craig Ellis.
ENDR & VINT: 1. Johnny McCoy (Kaw); 2. Frank Stroman (Mail); 3. Chuck Parrish (KTM); 4. Gary Duffy; 5. Terrell Holloway (Suz).
PLUS 35: 1. Donnie Lucas (Hon); 2. Stuart English (Suz); 3. Raymond Dawson (Yam).
PLUS 40: 1. Ed Donaldson (Kaw); 2. Harvey Andrews (Yam); 3. Jim Rice (Hon).
250 NOV: 1. Chuck Vaught (Hon); 2. Richard Barton (Hon); 3. Dennis Jones (Suz); 4. Lee Martin (Yam); 5. Clifford Pierce (Hon).
250 AM: 1. Glenn Krofchick (Suz); 2. Joe Norder (Suz); 3. Tilden Styron (Yam); 4. Rick Wright (Hon).
250 PRO: 1. Jay Mann (Kaw); 2. Mike Andrews (Suz); 3. John Winslow (Kaw); 4. Kevin Bowles (Hon); 5. Chad Lough (Suz).
500 AM: 1. Steve Starnes (Kaw); 2. Dean Herrin (Kaw); 3. Jeff Biggers (Yam); 4. Scott Snelling (Hon); 5. Craig Walters (Hon).

Riker rips Amago YSR50 RR

By Dan Steele

LAKE HENSHAW, CA, NOV. 12

Jamie Riker won in both the Stock and Modified combined Pro/Amateur classes at Amago Raceway.

Yamaha-mounted Riker blasted to the lead in the first turn followed closely by Mark McDonald, Rod Fee, Mark Nappi and Jake Zemke, all on box stock Yamahas. Lap number three saw McDonald crash exiting the front-straightaway. As Mark Long and Tony Alvarez slipped by the incident Riker began to stretch out his lead. Fee and Nappi were now in a battle of their own, trading places several times. At the checkered flag it was Riker first in the Pro class followed by McDonald. Fee scored his first victory since entering the Amateur class as, Nappi took second with Zemke third.

In the combined Pro/Amateur Modified class it was Riker who again jumped to the early lead followed by McDonald. Riker went flag to flag, scoring his second win of the day. The Amateur class was hotly contested as Mike Green fought hard with Nappi for 10 laps. Green was up to the task and held on to win with Nappi finishing second and Robert Gallo third.

The women were well represented by Teri Bilerback in the Beginner Stock class. At the start Bilerback got the holeshot and led till mid-race when Thomas Childs and Kelly McKittrick, who were waging a war of their own, both passed Bilerback. George Zepeda experienced a hard crash which allowed Dave Wolfe and Tom Okerlund to move up into the top five. At the checkered flag, Childs took the win with McKittrick a close second and Bilerback holding on to third.

Results

50 BEG STK: 1. Thomas Childs (Yam); 2. Kelly McKittrick (Yam); 3. Teri Bilerback (Yam); 4. Dave Wolfe (Yam); 5. George Zepeda (Yam).
50 BEG MOD: 1. Kent Riches (Yam); 2. John Rincon (Yam); 3. Teri Bilerback (Yam); 4. Guy Philpott (Yam); 5. Monte Cervantes (Yam).



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Vet Novice Clifton Warren (703) and Senior Expert Tommy Pearl (6S) go at it during CRC motocross action at Sunrise Cycle Park in California.

PHOTO BY TERRY REZEK

50 AM STK: 1. Rod Fee (Yam); 2. Mark Nappi (Yam); 3. Jake Zemke (Yam); 4. Mark Long (Yam); 5. Tony Alvarez (Yam).
50 AM MOD: 1. Mike Green (Yam); 2. Mark Nappi (Yam); 3. Robert Gallo (Yam); 4. Mark Long (Yam); 5. Nick Tierno (Yam).
50 PRO STK: 1. Jamie Riker (Yam); 2. Mark McDonald (Yam).
50 PRO MOD: 1. Jamie Riker (Yam); 2. Mark McDonald (Yam).
80: 1. Rod Fee (Yam); 2. Thomas Childs (Yam); 3. Kevin Cunningham (Yam).

Fisher, Anderson win Clark County Indoor ST Opener

By Derryl Anderson

RIDGEFIELD, WA, NOV. 4

Rex Fisher took his Wood Rotax to the Pro main event win at the indoor short track opener held at the Clark County Fairgrounds. Multi-time Amateur Grand National Champion Ryan Anderson took a double win tonight in the 125cc and Open Amateur classes. The banked track got a little narrow as the night went by, but a large turnout of riders and spectators enjoyed the racing.

In heat one of the Pros, J.P. Simonsen got the initial lead followed by Speedy Kell, Fisher, David Wellander and Clint Cluzel. By lap two Kell and Fisher had passed Simonsen, who is just a first year pro. Fisher pressured Kell after lap, looking for an opening that finally came with just one lap to go. Coming out of turn two, Kell went just wide enough for Fisher to squeeze by on the inside. At the finish it was Fisher, Kell and Simonsen in that order.

In the second heat race, Brian Miller got the scratch ahead of Castle Rock Pro-Am National winner Steve Hyson, followed by Kevin Bass and Pat Munyon. Hyson took command of first place on lap two and went the distance followed by Bass, Munyon and Miller.

In the main event, Kell and Hyson got anxious and ended up starting on row three. Fisher got the holeshot followed by Bass, Munyon, Simonsen and the rest of the pros. Within two laps, Hyson had passed four riders with Kell in tow. On lap four, Hyson was up to fourth but couldn't get by Simonsen. Up front, Fisher and Bass put on quite a show until Fisher pulled some distance on Bass, who also had daylight over the others. Meanwhile, Kell was all over Hyson and coming out of turn two on lap six, he flew by. Kell went after Simonsen and he got him a lap later. It was a great opening night pro race with Dave Bird/D's Leathers/Shoei/Maxima/Hogwash-backed Fisher finally taking the win over Bass, Kell, Simonsen, Hyson, Miller, Wellander, Munyon, Cluzel and Lowe.

The biggest class of the night was Open Amateur with three heat races. Electro Racing/Chris Carr/Arai/Blendzall/Quality Machine-backed Ryan Anderson took the Mulkey Racing Honda to the heat race win, going wire-to-wire ahead of Rick Burchett, Tim Ricketts/John Sherwood and Jay Terry.

The next heat race was won by Brian Krist, who went wire-to-wire ahead of Aaron Waggoner, Bill Halbert, Dan Rohrer and Reno Ortiz.

Kevin Merrell went the distance in the third heat race followed by Jeff Anderson, Dain Eichel, Cory Ferris and Wayne Runkle.

In the main event, Anderson got the holeshot ahead of Krist, Burchett, Jeff Anderson and the others. Lap by lap, Anderson built up a lead that was half a track length by the finish. At the checkered flag, the order read: Ryan Anderson, Jeff Anderson,

Eichel, Krist, Halbert, Burchett, Ferris, Waggoner and Ricketts.

In the 80cc Expert A main, Longview's Jason Nelson took his super-clean Honda to a well-deserved win over Kawasaki-mounted Beau Manley and Nate Bourland.

Results

50 B: 1. Tony Herreid (Yam); 2. Clint Bishop (Suz); 3. Colin Manley (Yam); 4. Jacob Currey (Yam).
50 A: 1. Brian Cates (Yam); 2. Justin Ruth (Suz); 3. Dale Ainslie (Yam); 4. Kati Ash (Yam).
60: 1. Beau Manley (Kaw); 2. Josh Currey (Hon).
80 B: 1. Paul Wood (Yam); 2. Bryan Meier (Suz).
80 A: 1. Jason Nelson (Hon); 2. Beau Manley (Kaw); 3. Nate Bourland (Yam).
125: 1. Ryan Anderson (Hon); 2. Jeremy Porter (Hon); 3. Jason Nelson (Yam).
250 B: 1. Doug Burson (Hon); 2. Teri Thompson (Yam).
250 A: 1. Cory Ferris (Yam); 2. Rick Hill (Bul); 3. Tim Fellows (Hon).
+30 250: 1. Craig Kanen (Suz); 2. Tim Fellows (Hon).
+30 OPEN B: 1. Ron Evans (Yam); 2. Rod Estes (BSA).
+30 OPEN A: 1. Rick Cates (Hon); 2. Matt Holm (BSA); 3. Willie Halbert (Yam).
+40 B: 1. Doug Phelps (Yam); 2. Gary Lande (KTM).
+40 A: 1. Sonny Burres (Tri); 2. Rick Slusher (Hon); 3. Ray Carroll (Tri).
VINT SGL: 1. Jack Callinsky (Mai).
VINT TW: 1. Ray Carroll (Tri); 2. Sonny Burres (Tri); 3. Chuck Hodson (Tri).
OPEN AM B: 1. Cory Ferris (Yam); 2. Dan Rohrer (Hus).
OPEN AM A: 1. Ryan Anderson (Hon); 2. Jeff Anderson (Hon); 3. Dave Eichel (Yam); 4. Brian Krist (Yam).
PRO: 1. Rex Fisher (W-R); 2. Kevin Bass (W-R); 3. Speedy Kell (H-D); 4. J.P. Simonsen (Hon); 5. Steve Hyson (Yam).

Sulek slams Sunrise GP

By Terry Rezek

ADELANTO, CA, NOV. 5

The California Racing Club moved to Sunrise Cycle Park for the third race of its five-race sponsorship series. Points leaders were emerging and working hard to maintain their positions.

Although the totals weren't complete at this writing, Tony Sulek, a 250cc Intermediate, would appear to be the overall points leader, as well as the class leader with four wins out of five rounds completed.

At Sunrise today, Sulek got off the line in second at the start of the 45-minute Grand Prix. Bill Sauro had nailed the dead-engine start and went through turn one barely ahead of Sulek. The two set a furious pace, and when Sulek took the Intermediate lead near the end of the second lap, he had moved to fourth overall, with only the earlier-starting Pros ahead of him.

Sulek gradually pulled away despite Sauro's best efforts to say close. Sulek took the 250cc Intermediate class win, with Sauro following in second, and Ray McIntosh third.

Charlie Strong took the early lead right off the line at the start of the 500cc Novice race. Jerry Ehlers was back about fifth but moved up steadily until he was right on Strong by the end of lap three. Ehlers and Strong were wheel-to-wheel for three laps until Ehlers got by on lap seven. Once Ehlers got by, Strong faded and eventually wound up third overall while Ehlers went on to win the class.

Jason Simmons moved up to the 250cc Novice class for today's race, leading from the start through lap one, but broke and did not finish. "Steady" Byron Green, who was not even in the first five at the end of lap one, kept moving up and eventually won the class overall. Donald Upton also was a steady riser, coming from fourth at the start to first at the checkered flag.

Vet Expert Randy Tittlemier was hot off the line and took the immediate lead as the Vet's classes rolled. Fellow Vet Expert Robert Temple was very close for a lap and a half, and took over the lead in the middle of lap two. Temple quickly pulled away, then Tittlemier found a second wind and re-closed the gap. As they went out for lap three,

Tittlemier was breathing Temple's exhaust and didn't like it. Tittlemier regained the lead in lap six and steadily opened the gap, winning with a large lead.

Charlie Strong was back in the Vet Intermediate class to continue his year-long battle with Russ Hoffman. Hoffman led from early on, but Strong was close until lap four, when Strong's front tire went flat and he found himself doing a dance on his head. Strong waited out the finish and Hoffman took a third overall in the Vet Intermediate class and a bucket of points over Strong in the series standings.

In the Junior Vet race, Expert William Saltzman and Intermediate Greg Martinez were sliding side-by-side through turn one and stayed that close until lap five, when Martinez took the lead at mid-lap. Less than one-half lap later, Saltzman had it back. Saltzman faded after the ninth lap and Martinez got the lead and the overall win.

When the Beginner race started, Manny Del Campo was well back in the first-row 500s. By the time the race was 10-minutes old, he had the lead and eventually won by an embarrassingly-large margin. Chris Ray was the initial leader of the 250cc Beginners, but he rode so hard for three laps trying to keep Jeff Nutter behind him that he burned and finished far back. Nutter, meanwhile, cruised in for the win. Tracy Asher has been winning regularly in the 125cc Beginner division and did today also, at the expense of early leader Aaron Van Dyck, who finished second.

Results

80 BEG: 1. Lex Malan (Kaw); 2. Jason Stoner (Suz); 3. Jim Buntin (Hon); 4. Jason Reed (Suz); 5. Fred Ogrim (Hon).
80 NOV: 1. Jimmy Lavorci (Yam); 2. Tracy Asher (Suz); 3. Joey Cirocco (Hon); 4. Mike Weed (Kaw); 5. Chris Allry (Suz).
80 INT: 1. Jack Cox (Kaw); 2. Jason DePatto (Hon); 3. Bob Sage (Hon); 4. David Evilsizer (Suz).
BIG WHL: 1. David DelGado (Kaw); 2. Raymond Morales (Kaw).
WMN NOV: 1. Carie Martinez (Hon); 2. Teal Nakayama (Kaw); 3. Chrissi Smith (Kaw).
WMN INT: 1. Candy Hateley (Yam); 2. Tina Zahrt (Hon).
VINT: 1. John Hateley (Tri); 2. Kelly Cole (Hon).
SR BEG: 1. Dal Calais (Kaw).
SR NOV: 1. Manuel Serrano (Yam); 2. John Braasch (Hon); 3. Jon Cooper (Hon).
SR EX: 1. William Saltzman (Hus); 2. Tommy Pearl (Hon).
VET BEG: 1. Mark Rauch; 2. Alex Spinelli (Yam); 3. Barry Logan (Hon); 4. Jim Lavorci (Yam); 5. Robert Wyckoff (Kaw).
VET NOV: 1. Clifton Warren (Hon); 2. David Mason (Kaw); 3. Dave Graham (Suz); 4. W.J. Bradbury (Hon); 5. Lenny Baker (Kaw).
VET INT: 1. Mike Gosselaar (Yam); 2. Chris Leiker (Yam); 3. Russ Hoffman (Hon); 4. Sam Groce (Suz); 5. Randy Anderson (Yam).
VET EX: 1. Randy Tittlemier (Suz); 2. Robert Temple (Hon); 3. Russell Garcia (Hon).
JR VET BEG: 1. Bob Michael (Hon); 2. Kevin Davidson (Kaw); 3. John Lowell (Hon); 4. Ronald Harrison (Yam); 5. Terry Puls (Hon).
JR VET NOV: 1. Mike Little (Suz); 2. Todd Wirmett (Hon); 3. Rich Chouinard (Hon); 4. George Wallace (Kaw); 5. Chuck Gunter (Hon).
JR VET INT: 1. Greg Martinez (Hon); 2. Craig Conaway (Yam); 3. George Andrews (Hon).
JR VET EX: 1. William Saltzman (ATK).
125 BEG: 1. Tracy Asher (Suz); 2. Aaron Van Dyck (Yam); 3. Jimmy Russell (Suz); 4. Seth Podell (Hon); 5. Josh Guggenmos (Suz).
125 NOV: 1. Donald Upton (Hon); 2. David Casada (Suz); 3. Shawn McIntosh (Kaw); 4. Chris Valdes (Kaw); 5. Johnny Wilhoit (Hon).
125 INT: 1. Ty Birdwell (Suz); 2. Derek Meyer (Hon); 3. Shawn Davis (Hon); 4. Ronnie Densford (Hon); 5. Charlie Love (Yam).
125 PRO: 1. Butch Smith (Yam); 2. Chris Lance (Kaw).
250 BEG: 1. Jeff Nutter (Hon); 2. Gregory Lonergan (Kaw); 3. Eric McKeown (Suz); 4. Scott Mumford (Yam); 5. Joe Ketterl (Hon).
250 NOV: 1. Byron Greene (Yam); 2. Robert Kuzminski (Suz); 3. Billy Mercier (Hon); 4. Danny Seyler (Hon); 5. Jeff Rands (Hon).
250 INT: 1. Tony Sulek (Kaw); 2. Bill Sauro (Hon); 3. Ray McIntosh (Kaw); 4. Merle Hammer (Yam); 5. Kelly Pichel (Kaw).
250 PRO: 1. Todd Lehman (Hon).
500 BEG: 1. Manny Del Campo (Hon); 2. Chip Hamrick (Hon); 3. Mike Seeley (Kaw); 4. Glen Wilkins (Hon); 5. Victor Mesa (Hon).
500 NOV: 1. Jerry Ehlers (Kaw); 2. Chad McIntosh (ATK); 3. Charlie Strong (Hon); 4. Danny Mourning (Hon); 5. John Davies (Hon).

Branch doubles his first at SME MX

By James Jarman

DILLWYN, VA, NOV. 5

Kevin Branch was the big winner at SME Motocross Park, taking victories in the 125cc C and 250cc C classes. Yamaha-mounted Branch did so by winning his first moto ever and eventually went on to win all he entered in convincing style.

Randy Jordan on a Honda pulled the holeshot in the first 125cc C moto followed closely by Branch. Branch soon passed Jordan through the air over the double jumps and never looked back. Yamaha-mounted Chris Hutchison worked his way up from a fourth-place start to finish second, and Jordan wound up third.

Hutchison powered out of the hole for the second moto, followed by Branch. Hutchison began to stretch it out a bit over Branch. By halfway, Hutchison appeared to be tiring, allowing Branch to close the gap. Branch outpowered Hutchison and stuffed his way into the lead. Hutchison ran off the track and from then on was unable to catch Branch. Hutchison hung on for second followed by Yamaha-mounted James Pfizenmayer.

Robert Sawyer on a Kawasaki pulled the holeshot to start the first 250cc moto followed by Branch and Larry Thaxton on a Honda. By the second lap, Branch and Thaxton both found a line around Sawyer. It came down to the final turn with Thaxton not getting on the brakes in time and overshooting the turn, almost taking Branch down. Branch held on to win with Thaxton and Sawyer rounding out the top three.

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Second moto saw Thaxton pull the holeshot with Branch in second. Branch passed Thaxton in mid-air to take the lead. Thaxton stayed on Branch for the next several laps and was unsuccessful in his attempts to make a pass, allowing Branch to lengthen his lead. Thaxton took second followed by Sawyer again in third position.

The first 125cc A moto saw Jamie Frazier on a Yamaha power out front followed by Suzuki-rider Joey Deluke. Honda-mounted Chris Taylor and Scott Holliman on a Yamaha were soon by Deluke, and set their sights on Frazier. By the halfway mark, Taylor and Holliman were on Frazier's rear wheel. Taylor jumped past Frazier into the lead, which was short-lived as Holliman soon found a line around Taylor. Holliman took the win followed by Taylor, Frazier and Honda-mounted Billy Martin.

The second moto saw Holliman out front early with Taylor and Frazier in pursuit. Holliman held off Taylor lap after lap with Frazier in third. Recovering from an early crash was Martin, who would mount a comeback charge. First, Martin got by Frazier, then he was on Taylor's rear wheel, Martin put an inside move on Taylor to take over second and set his sights on the leader. On the last lap, Martin snuck under Holliman to take the lead and the moto win. Holliman crossed the line in second to capture the overall.

Results

WMN: 1. Loretta Murph (Suz); 2. Tina Gerken (Hon); 3. Debbie Berry (Suz); 4. Barbara Wilson (Yam).
50: 1. Isha Wood (Yam); 2. James Henzel (Yam); 3. Josh Wood (Yam).
60: 1. Greg Cooper (Kaw); 2. Josh Wood (Kaw); 3. Michael Ford (Kaw).
125 A: 1. Scott Holliman (Yam); 2. Billy Martin (Hon); 3. Chris Taylor (Hon); 4. Jamie Frazier (Yam); 5. Allen Painter (Hon).
125 B: 1. Dale Gray (Kaw); 2. John Drumheller (Yam); 3. David Perrin (Yam); 4. Brian Nast (Kaw); 5. Tim Dean (Hon).
125 C: 1. Kevin Branch (Yam); 2. Chris Hutchison (Yam); 3. James Pfizenmayer (Yam); 4. Scott Wood (Hon); 5. Brian Quarles (Yam).
250 A: 1. Scott Holliman (Yam); 2. Bob Gerken (Hon); 3. J.J. Dean (Hon); 4. Chris Taylor (Hon); 5. Kevin Spitzer (Hon).
250 B: 1. John Drumheller (Yam); 2. Steve Kemp (KTM); 3. Wayne Curtis (Yam); 4. John Bastin (Hon); 5. Paul West (Hon).
250 C: 1. Kevin Branch (Yam); 2. Larry Thaxton (Hon); 3. Robert Sawyer (Kaw); 4. Robert Hancasky (Hon); 5. William Graves (Hon).
OPEN A: 1. Rick Saunders (Hon); 2. Alan Kocatos (Hon); 3. James Nagle (Hon).
OPEN B: 1. Mike Taylor (Hon); 2. Douglas Merriman (Hon); 3. Jeffrey Day (Hon); 4. Dale Gray (Kaw); 5. Wayne Curtis (Yam).
25+: 1. J.J. Dean (Hon); 2. Greg Pieper (Hon); 3. Kevin Spitzer (Hon); 4. Rick Wendelsen (Hon); 5. Rick Saunders (Hon).
30+: 1. Kenneth Brown (Hon); 2. James Nagle (Hon); 3. Jeff Brown (Yam); 4. Gary Morris (Yam); 5. Greg Driscoll (Suz).
40+: 1. Mike Lopicolo (Hon); 2. Robert Breeden (Yam); 3. Ken Jordan (Hon); 4. Dave Clark (Kaw).
2-STRK: 1. Gary Shifflett (Suz); 2. David White (Suz); 3. Skip Ferebee (Hon); 4. Tom Thrift (Suz); 5. Mark Lyons (Hon).
4-STRK: 1. Mike Carroll (Hon); 2. Robert Baker (Hon); 3. Chuck Mash (Hon); 4. Alvin Bender; 5. Robert Chambers (Suz).

196 riders tackle Cycle Track & Trail Poker Run

By Diane Silcox

CLANTON, AL, OCT. 29

On a very foggy morning, 196 riders gathered to participate in the last poker run of the season at Cycle Track & Trail.

Danny Stevens and James Martin, owners of the track, have put together four runs this year. The track recently went into its off-season during hunting season, and the races won't resume until March. The money made off the race was donated to the local fire department and the Boys Ranch.

"You have to really enjoy working with motorcycles to run a poker run. There is no profit made. We pay for everything that goes into this track," said Martin.

Today, 196 riders signed up to take part in the run. There were many different types of vehicles that participated; today there were dirt bikes, three & four-wheelers and even an odyssey.

The run usually takes about one and a half hours to finish. There are four checkpoints set up throughout the trail. Each rider is to collect as many chips as he can without turning back. The first riders back from today's race made a record time of one hour. But they didn't win the race; the winner of a poker run race is determined by whoever has the best card hand. The winner of each of the four classes receives a trophy and if his name is in the pot, he also receives money. The youngest rider to sign up for today's run was five-years-old; the oldest was 62.

Not everyone finishes. About 20 or so riders didn't finish the trail due to mechanical problems or injury. There were very few accidents today, but many broken-down bikes. The clean-up crew picked up a number of vehicles including the odyssey.

"It was a well thought-out trail. It had a little of everything. It was a true challenge for even the best of riders," said Junior Sims, also from Milton, Florida.

Results

FIRST TO FINISH
JR: 1. Bryan Avery; 2. Jeremy Noah.
WMN: 1. Susan Poe; 2. Charlene Noah.
MOTO: 1. Jimmy Henderson; 2. Jimmy Gentry.
BEST HAND
JR: 1. Wes Podell; 2. Josh Thompson; 3. Nikki Adams; 4. Austin Pebworth; 5. Allen Young.
WMN: 1. Paula Cook; 2. Alfreida Clickier; 3. Penny Hopson; 4. Renee Dailey; 5. Wanda McCombs.
MOTO: 1. Jimmy Gentry; 2. Patrick McGilberry; 3. Troy Deramus; 4. Buzz Willingham; 5. Michael Williamson.

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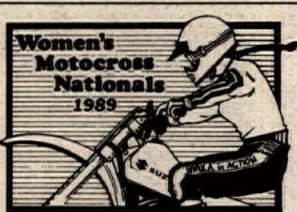
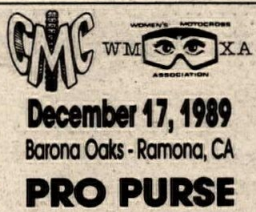
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I.C.E., P.O. BOX 18233, TUCSON, AZ 85731, (602) 299-0206

SRA GP California
Schedule
December 10 Carlsbad
Brad Lackey Christmas GP
No SRA Points
Info (714) 957-2985

WILLOW SPRINGS
INTERNATIONAL RACEWAY
Miller High Life F1 GP Series
REMEMBER! 3rd Sunday Each Month
Throughout 1990
Next Race: December 16-17, 1989
Info: (805) 256-2471

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/25/90 Suzuka, Japan
4/8 Laguna Seca, CA/USA
4/22 Rio de Janeiro, Brazil
5/13 Jarama, Spain
5/20 Misano, Italy
5/27 Nurburgring, W. Germany
6/10 Salzburgring, Austria
6/17 Rijeka, Yugoslavia
6/30 Assen, Holland
7/8 Spa, Belgium
7/22 Le Castellet, France
8/5 Donington Park, England
8/12 Anderstorp, Sweden
8/26 Brno, Czechoslovakia
9/2 Hungaroring, Hungary
9/16 Sydney, Australia

World C'ship Superbike Road Race Series

3/18/90 Jerez, Espana
4/16 Donington Park, England
4/29 Hungaroring, Hungary
5/6 Hockenheim, W. Germany
5/20 Rio de Janeiro, Brazil
6/3 Mosport, Canada
6/10 Brainerd, MN/USA
7/1 Ossterreichring, Austria
8/26 Sugo, Japan
9/9 Le Mans, France
10/7 Misano, Italy
11/4 Shah Alam, Malaysia
11/11 Oran Park, Australia
11/18 Manfeild, New Zealand

World C'ship Endurance Road Race Series

4/22/90 Le Mans, France
7/22 Suzuka, Japan
8/12 Spa, Belgium
9/23 Le Castellet, France

World C'ship 500cc MX Series

4/1/90 Valkenswaard, Holland
4/29 Payerne, Switzerland
5/6 Sittendorf, Austria
5/13 Brou, France
6/10 Ruskeasanta, Finland
6/24 Montevarchi, Italy
7/8 Hawkstone Park, England
7/15 Goldbach, W. Germany
7/29 Baldasserona, San Marino
8/5 Namur, Belgium
8/12 Kohlenberg, Luxembourg
8/26 San Bernardino, CA/USA

World C'ship 250cc MX Series

4/22/90 Schwanenstadt, Austria
4/29 Maggiora, Italy
5/13 Nykoping, Sweden
5/20 Kuopio, Finland
5/27 Dalecin, Czechoslovakia
6/10 Markelo, Holland
6/17 Gimont, France
6/24 Lommel, Belgium
6/31 Rothenthurm, Switzerland
7/15 Unadilla, NY/USA
7/22 Maracay, Venezuela
8/26 Bielstein, W. Germany

World C'ship 125cc MX Series

4/1/90 Campos de Jordao, Brazil
4/8 Cosquin, Argentina
4/22 Cingoli, Italy
5/6 Halle, Holland
5/20 Holice, Czechoslovakia
6/10 Ernee, France
6/17 Laubus Eschbach, W. Germany
6/24 Farleigh Castle, England
6/30 Killinichy, Ireland
7/29 Wohlen, Switzerland
8/5 Agueda, Portugal
8/12 TBA/Spain

World C'ship Observed Trials Series

3/18/90 Glendalough, Ireland
3/25 Merthyr-Tidfil, England
4/22 TBA/Arizona/USA
4/29 Vancouver, Canada
5/20 Bilstein, Belgium
5/27 Osnabruck, W. Germany
6/10 Bjorkvik, Sweden
6/17 Tampere, Finland
7/1 Viella, Spain
7/8 Modena, Italy

8/26 Myslenice, Poland
9/9 Grimalp, Switzerland

ICE/Budweiser World C'ship Ice Speedway

1/11-13/90 Tucson, AZ
Info 602/299-0206

AMA Amateur Nat'l C'ship Ice Race

1/27-28/90 Albright Shores, MI
Info 517/835-9355

AMA Nat'l C'ship Road Race Series

3/2-11/90 Daytona Beach, FL
5/4-6 Braselton, GA
6/15-17 Loudon, NH
6/29-7/1 Elkhart Lake, WI
7/7-8 Miami, FL
8/3-5 Lexington, OH
8/24-26 Portland, OR
9/7-9 Topeka, KS

AMA/Camel Nat'l C'ship SX Series

1/27/90 Anaheim, CA
2/3 Houston, TX
2/10 San Diego, CA
2/17 Seattle, WA
2/24 Atlanta, GA
3/10 Daytona Beach, FL
3/17 Las Vegas, NV
3/24 Pasadena, CA
4/7 Dallas, TX
4/21-22 Pontiac, MI
4/28 Tampa, FL
5/12 Charlotte, NC
5/19 E. Rutherford, NJ
6/2 Foxboro, MA
6/10 Oklahoma City, OK
6/16 San Jose, CA
6/23 Los Angeles, CA
Info 614/891-2425

AMA 125/250cc Nat'l C'ship MX Series

3/4/90 Gainesville, FL
4/1 Sacramento, CA
5/6 Axton, VA
5/27 Mt. Morris, PA
7/8 Buchanan, MI
7/22 Southwick, MA
7/29 Troy, OH

AMA 125/500cc Nat'l C'ship MX Series

8/12/90 Washougal, WA
8/19 Millville, MN
9/2 Binghamton, NY
9/30 Delmont, PA
10/7 Budds Creek, MD
10/14 New Berlin, NY
Info 614/891-2425

USA National Arenacross Series

1/12-14/90 Odessa, TX
3/2-4 Austin, TX
Info 704/784-8127

SETRA C'ship Enduro Series

1/14/90 Charleston, SC
1/28 Sumpter, SC
2/18 Clinton, SC
3/4/Pelion, SC
3/11 Maxeys, GA
4/1 Lenoir, NC
4/15 Palatka, FL
4/29 Lake City, FL
Info 404/532-6832

SETRA C'ship Hare Scramble Series

2/11/90 Maxeys, GA
2/25 Sumter, SC
3/25 Bremen, GA
4/TBA Cullman, AL
Info 404/987-4094

Mid-South C'ship Hare Scrambles Series

12/3 Fordsville, KY
12/17 Clarksville, TN
1/14/90 Lexington, TN
2/25 Jacks Creek, TN

3/18 Centerville, TN
4/7 Paris, TN
Info 615/331-1475

AHRMA Vintage Trials Series

12/10 Kettleman, CA
Info 217/568-7764

ATA C'ship Trials Series

12/2 Schreiber Cup Lucerne, CA
12/3 El Trial de Espana Lucerne, CA

ARRA C'ship Series

12/16-17 Willow Springs, CA
1/20-21/90 Willow Springs, CA
2/17-18 Willow Springs, CA
3/17-18 Willow Springs, CA
4/14-15 Willow Springs, CA
5/19-20 Willow Springs, CA
6/16-17 Willow Springs, CA
7/14-15 Willow Springs, CA
8/18-19 Willow Springs, CA
9/15-16 Willow Springs, CA
10/20-21 Willow Springs, CA
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
Info 805/966-5700

NWMA C'ship Off-Road Series

11/25 Seattle, WA
12/3 Shelton, WA
Info 206/943-1559

FGPRA C'ship Road Race Series

12/17 Sebring, FL
Info 813/665-4098

Florida Winter AMA Motocross Series

12/30-31 Gainesville, FL
1/6-7/90 Tallahassee, FL
1/13-14 Ocala, FL
1/20-21 Ocala, FL
1/27-28 Gainesville, FL
Info 813/822-8929

SCORE Int'l Off-Road Series

5/11-13/90 Off Road World C'ships
Phoenix, AZ
Info 818/889-9216

PITS C'ship Trials Series

12/10 Patterson, CA
Info 209/293-4768

Sabine Enduro Circuit

3/4/90 Austin, TX
4/22 Nacogdoches, TX
5/6 North Central, TX
Info 409/722-7926

South Texas C'ship Hare Scrambles Series

12/3 Hidden Valley, TX ***
12/10 Bastrop, TX **
1/14/90 Zars, TX ***
1/28 Bandera, TX *
Info * Austin Motorsports Assn. 512/282-0819
** Trail Riders of Houston 713/251-7339
*** Dirt Bikers of San Antonio 512/438-7594

CMC Golden State MX Nat'l's

1/5-7/90 Los Angeles, CA
1/13-14 San Bernardino, CA
1/20-21 Rancho Cordova, CA
1/27 Adelanto, CA
1/28 Carlsbad, CA
2/3-4 Brentwood, CA
2/11 Marysville, CA
2/18 Adelanto, CA
2/25 San Bernardino, CA
Info 714/261-6116

Motocross Northwest Winter Series

11/24 Ridgefield, WA
11/25 Woodland, WA
11/26 Eugene, OR
12/1-2 Salem, OR
12/3 Roseburg, OR

12/8 Ridgefield, WA
12/9 Woodland, WA
12/10 Albany, OR
12/15-16 Salem, OR
12/17 Eugene, OR
12/22 Ridgefield, WA
12/29-30 Salem, OR
12/31 Eugene, OR
1/5/90 Ridgefield, WA
1/6 Woodland, WA
1/7 Albany, OR
1/12-13 Salem, OR
1/14 Eugene, OR
1/19 Ridgefield, WA
1/20 Woodland, WA
1/21 Roseburg, OR
1/26-27 Salem, OR
1/28 Eugene, OR
2/2 Ridgefield, WA
2/3 Woodland, WA
2/4 Albany, OR
2/9-10 Salem, OR
2/11 Eugene, OR
2/16 Ridgefield, WA
2/17 Woodland, WA
2/23-24 Salem, OR
2/25 Eugene, OR
3/2 Ridgefield, WA
3/3 Woodland, WA
3/4 Albany, OR
3/9-10 Salem, OR
3/16 Ridgefield, WA
3/17 Woodland, WA
3/18 Albany, OR
3/18 Roseburg, OR
3/25 Eugene, OR
3/31 Woodland, WA
4/14 Woodland, WA
4/22 Albany, OR
4/28 Woodland, WA
Info 503/928-4474

GFI California Winter Series North-South Showdown

12/31 Perris, CA
1/7/90 Brentwood, CA
1/7 Carlsbad, CA
1/14 Rancho Cordova, CA
1/14 Perris, CA
1/21 Huron, CA
1/21 Palmdale, CA
1/28 Las Vegas, NV
2/4 Brentwood, CA
2/4 Perris, CA
2/17-18 Huron, CA
2/24-25 Perris, CA
Info 714/788-5853

DECEMBER						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

November 21-25

FLORIDA MINI OLYMPICS
• 18th Annual Winter Nat'l Olympics.
AMA/SuperSports Promotions.
Gatorback Park, Gainesville. Info 813/822-8929.

November 24

DELAWARE SHORT TRACK/
SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Callhoun. Info 404/625-5328 or 629-4114.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WASHINGTON MOTOCROSS
Motocross Northwest Winter Series. Clark County Arenacross, Ridgefield. Info 503/661-6813.

November 24-25

CALIFORNIA DUAL SPORT
AMA/D-37. L.A. to Barstow to Las Vegas. Tujunga. Info 818/249-2141 or 353-5409.

November 25

ALABAMA MOTOCROSS
• Coleta Valley MX, Talladega. Info 205/761-9146.
ARIZONA SUPERCROSS
Yuma Speedway, Yuma. Info 602/726-1446.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
Ventura Raceway, Oxnard. Info 805/656-1122.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday, Perris Raceway, Perris. Info 714/788-5852.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/351-4156 or 568-2271.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.

GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO MOTOCROSS
AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT DIRT.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City. Info 405/670-3451.
OREGON MOTOCROSS
Motocross Northwest Winter Series. Eugene MX, Eugene. Info 503/686-0661.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Seafair City. Seattle Int'l Raceway, Seattle. Info 206/943-1559.
WASHINGTON MOTOCROSS
MXNW Winter Series. Woodland MX, Woodland. Info 503/543-6028.

November 26

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Burnsville MX, Burnsville. Info 205/875-8401.
CALIFORNIA MOTOCROSS
• SMX. Glen Helen OHV Park, San Bernardino. Info 714/583-7486.
CALIFORNIA ROAD RACE
ARRA Series. Streets of Willow Springs, Willow Springs. Info 805/966-5700.
CALIFORNIA MOTOCROSS
• CMC. Argyle Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
• CMC. Marathon. Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Fall Series. Perris Raceway, Perris. Info 714/261-6116.
GEORGIA MOTOCROSS
Rough Riders Inc., Rome. Info 404/234-7561 or 295-1901.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Caldwell. Info 316/945-8221.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
AMA/D-7. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Rolling Hills MX, McComb. Info 504/664-4297 or 684-2471.
MISSISSIPPI MOTOCROSS
Central MS MX Assn., Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI MOTOCROSS
Mid South MX Assn. Cedarlake MX Park, Byhalia. Info 901/386-3256 or 601/393-0742.
NEVADA MOTOCROSS
Silverstate MX, Carson City. Info 702/266-3772.
NEW MEXICO MOTOCROSS
Clovis Sportcycle Assn. Martin Supercross Track, Clovis. Info 505/253-4548 or 769-3152.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, Hapursville. Info 607/729-5395.
OHIO SHORT TRACK
All Pro-Motions, Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO HARE SCRAMBLES
CRA. Salem MC, Salem. Info 216/427-6645.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
SOUTH CAROLINA MOTOCROSS
Islandton MX, Islandton. Info 803/866-2282.
TENNESSEE POKER RUN
Dallas Ricker Complex, Greenville. Info 615/753-5819.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-6145 or 428-0718.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.

December 1
GEORGIA SUPERCROSS
Riverside Supercross, Callhoun. Info 404/625-5328 or 629-4114.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.

December 1-2

OREGON MOTOCROSS
Motocross Northwest Winter Series. Salem Arenacross, Salem. Info 503/928-4474.

December 2

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA TRIALS
ATA C'ship Series. Schreiber Cup, Lucerne. Info 213/326-8755.
CALIFORNIA MOTOCROSS

• GFI Racing Super Saturday, Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
R & R Racing, Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

December 2-3

CALIFORNIA MINI ROAD RACE
NMA Endurance Mini Road Race. Adams Kart Track, Riverside. Info 213/868-8112.
OREGON ICE SPEEDWAY
• ICE North American Ice Spdwy C'ship. Portland Memorial Coliseum, Portland. Info 602/299-0206.

December 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/669-4572 or 647-5612.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA GRAND PRIX
AMA/D-37/DCR Santa Cross. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunny-mead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Here Comes Santa Short Course & Team. Imperial County, El Centro. Info 619/427-5759.
CALIFORNIA TRIALS
ATA C'ship Series. El Trial de Espana, Lucerne. Info 213/326-8755.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Fall Series. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Salinas Ramblers. Clear Creek area, Ramblers Camp-ground, Coalinga. Info 408/394-6294.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
GEORGIA MOTOCROSS
Whitesburg MX Club, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-0413 or 788-8227.
GEORGIA HARE SCRAMBLES
AMA/SETA. King Kelly Wings & Wheels, Inc. Fort Gaines. Info 404/920-1033.
INDIANA HARE SCRAMBLES
D-15. Plymouth Black Hawks, Burr Oak. Info 219/259-0103 or 842-2224.
KANSAS HARE SCRAMBLES
KORR C'ship Series 2-Man HS. Jeeps. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
Mid South C'ship Series. Fordsville. Info 615/331-1475.
MARYLAND MOTOCROSS/
HARE SCRAMBLES
AMA/D-7. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MEXICO MOTOCROSS
Sucro. MX Ensenada, Ensenada, Baja California. Info 619/423-0073.
MISSISSIPPI MOTOCROSS
Jenkins Creek MX Park, Liberty. Info 504/748-3407.
NEVADA MOTOCROSS
Marathon event. Silverstate Raceway, Carson City. Info 702/266-3772.
NEVADA GRAND PRIX
Santa Claus Grand Prix. Las Vegas MX Park, Henderson. Info 702/365-1080.
OHIO SHORT TRACK
All Pro-Motions, Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Winter Series. Clarks Brach MX, Roseburg. Info 503/863-5321.
SOUTH CAROLINA MOTOCROSS
• Winter Series Warm Up. Camp Coker Motorsports Park, Society Hill. Info 803/378-4715.
TEXAS VINTAGE MX
Texas Vintage Racing Club. Vintage Iron Fall MX Series. Burleson MX, Burleson. Info 817/577-2437.
TEXAS HARE SCRAMBLES
South TX C'ship Series. DBSA. Hidden Valley. Info 512/438-7594.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. PSER. Shelton. Info 206/943-1559.

December 8

GEORGIA SUPERCROSS

1 CRC

CALIFORNIA RACING CLUB

SUNDAY DEC. 3, 1989

PERRIS RACEWAY PERRIS, CALIFORNIA

Don't Miss Out

Each Class Race 45 Minutes

20% Trophies

Superb Finisher Pins

Cash To Pros

Membership Not Required

Parade Lap 80cc Women, Vintage Old Times All Int/Pro (+25) Jr Vets

Parade Lap 11:45 AM CRC Vets (+30) CRC Sr (+40)

1:10 PM All Beg

2:05 PM All Nov

3:00 PM All Quads

No Team Race

MAIL ENTRY \$20

Non-Member \$25

POST ENTRY \$25

Non-Member \$30

Mail entries and two (2) legal self-addressed, stamped envelopes (SASE)
CALIFORNIA RACING CLUB, 37045 Ran Drive, Palmdale CA 93550
 No post entry penalty for 2nd class entered
 1990 CRC Membership Available For Info Call (805) 272-8889

El Trial de España

GIANT RAFFLE!

TWENTIETH ANNUAL DECEMBER 3RD

Lucerne Valley, CA

Regular ATA Classes plus Press & Industry and Non-Trials Bike Classes

CUSTOM BRONZE 1st PLACE EXPERT TROPHY
(valued at \$700.00)

Entry: \$20.00 Spectators Free!
 Sign-up: 8:30 A.M. Trial Begins 10:00 A.M.
 Good Spectator Access/Overnight Camping

For Info: (213) 943-4415

A PERCENTAGE OF THE PROCEEDS WILL BE DONATED TO DISTRICT 37 LEGAL FUND.

Schreiber Cup
 Saturday
 December 2nd
 Presented By V.O.T.E.
 Expert/Support Classes
 Also
 Experienced Novice Class
 Entry Fee: \$20.00
 Sign-Up: 8:30 A.M.
 Trial Begins: 10:00 A.M.
 Info: (818) 352-5920

IT'S WHAT'S INSIDE THAT COUNTS.



YAMAHA

Parts & Accessories

GFI/PERRIS RACEWAY 1989 SCHEDULE

- Sat. Nov. 18 GFI Racing Super Saturday MX Perris Raceway
- Sat. Nov. 26 Open Practice Day! Perris Raceway

• = 100% Pro Payback

(714) 788-5853

storz CERIANI FORK SALE!

40mm Superbike, List \$795.00, Sale \$550.00
 42mm Superbike, List \$805.00, Sale \$560.00
 40mm Endurance, List \$820.00, Sale \$575.00
 42mm Endurance, List \$835.00, Sale \$590.00
 BMW K-Bike Fork, List \$750.00, Sale \$550.00

Storz Performance 805-654-8816. Sale Ends December 1.

INTER-SHOWS

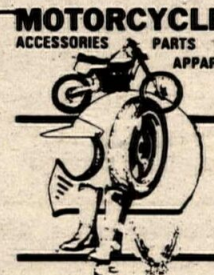
Presents

MOTORCYCLE SWAPMEET

Friday, December 1

5 p.m. to 10 p.m.

MOTORCYCLE ACCESSORIES PARTS APPAREL



24 Hour Info: (714) 364-2542
 Orange County Fairgrounds, Costa Mesa, CA

BUY OR SELL

Sellers: Hurry and reserve your spaces... they go quickly. Spaces include 10'x10' areas for \$20, and 10'x15' and prime spaces for \$30. There's a special area for selling motorcycles, too. For \$10 anybody can display a bike in a Motorcycles-Only area so people can see what you have to sell. Anyone can be a seller.

SELLER'S SPECIAL
 All prepaid spaces prior to Monday, November 27
\$5.00 DISCOUNT PER SPACE

INTER-SHOWS
 BOX 2910/MISSION VIEJO, CALIFORNIA 92690
 Office Hours: Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 364-0515

CALIFORNIA RACE SCHEDULE

100% PRO PAYBACK

Sun. Nov. 26 LA County Raceway
 Sun. Dec. 3 GP Perris
 Merry Christmas
 Sun. Dec. 10 MX LA County Raceway
 Sun. Dec. 17 MX Glen Helen

****OPEN PRACTICE****
 9 am to 2pm Every Sat. — LA County Raceway
VINTAGE RACING
 Every Second Sunday — LA County Raceway
 And All GP's

CRC Info 805-272-8889

33

Thousand Oaks YAMAHA KAWASAKI

1990 YZ Models In Stock Now



JOIN OUR 1990 RACING TEAM

SPECIAL DISCOUNTS ON BIKES AND PARTS TO ALL RACERS
DRIVE A LITTLE SAVE A
"BUNDLE"

**1989 YZs At
Super Low Prices
Call Us Before You Buy**

**1989 YZ250
\$2899.
1989 YZ250WR
\$3299.**

2388 E. Thousand Oaks Blvd., Thousand Oaks, CA 91360 (805) 497-3765

Scott Zampach

**1989 AMA/CCS 600cc Supersport
National Champion**

*Would like to say thank you to all his sponsors, friends and fellow competitors
for their assistance during this Championship Season.*

DUNLOP TIRES - Jim Allen, Phil Flack

AGV HELMETS - Donna Avallona, Michael Parrotte, Tom Buzas

SPECTRO OILS - Jeff Ross

R.K. DRIVE CHAINS - Leslie Hill

KERKER EXHAUST SYSTEMS - Brent Durfee

FOX RACING SHOCKS - Jerry Castillo

DYNO-JET CARB KITS - Mark Dobeck

C-J CYCLE PRO, engine building services - Jeff Pumek

DON & ROY'S CYCLE CITY - FZR600 - Ray Van Zelst



Special Thanks to My Crew:

**TERRY GALIGAN, ROGER DANIALSON,
BILL FEHRMAN, SUPERBEE AMA/CCS,
GTU ENDURANCE TEAM, and ALL OF DON
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MX Schedule

**Sunday
November 26
Glen Helen**

INFO (714) 583-7486



**REGIONAL & NATIONAL
SANCTIONS-LICENSE
INFORMATION**
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650

National Motorsport Association

Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WASHINGTON MOTOCROSS
MXNW Winter Series. Clark County Arenacross, Ridgefield. Info 503/661-6813.

December 9

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.
WASHINGTON MOTOCROSS
MXNW Series. Woodland MX, Woodland. Info 503/543-6028.

December 9-10

GEORGIA ROAD RACE
• Winter Series, Round #1. AMA/CCS. Roebeling Road Raceway, Savannah. Info 704/684-4297.

December 10

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/669-4572 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/Dirt Diggers MC. Charlie's Place, Red Mountain. Info 619/376-2128.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Fall Finale. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Argyle Park, Dixon. Info 916/678-3592.
CALIFORNIA GRAND PRIX
Coast Racing/2nd Annual Brad Lackey Christmas GP. Carlsbad Raceway, Carlsbad. Info 619/722-3292.
CALIFORNIA ENDURO
SCEC Family Enduro. Anderson Dry Lake, Lucerne Valley. Info 714/689-6114.
CALIFORNIA TRIALS
PITS C'ship Series. St. Dabnik Trial, Frank Raines. Info 209/293-4768 or 916/753-2519.
CALIFORNIA MOTOCROSS
• Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Marathon. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
GEORGIA MOTOCROSS
Rough Riders MX Track, Rome. Info 404/234-7561 or 295-1901.

MARYLAND MOTOCROSS/HARE SCRAMBLES
AMA/D-7. Budds Creek MX Park, Budds Creek. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Rolling Hills MX, McComb. Info 504/664-4297 or 601/684-2471.
NEVADA MOTOCROSS
Final. Silverstate MX, Carson City. Info 702/266-3772.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders Raceway, Harpursville. Info 607/729-5395.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/756-8601 or 468-3213.
OHIO HARE SCRAMBLES
CRA. Salem MC, Salem. Info 216/427-6645.
OREGON MOTOCROSS
MXNW Winter Series. Albany Supercross, Albany. Info 503/928-4474.
TENNESSEE HARE SCRAMBLE
AMA/SETRA C'ship Series/Volunteer Riders MC. Boyd's Creek MX, Sevierville. Info 615/453-9247.
TEXAS HARE SCRAMBLES
South TX HS C'ship Series. Trail Riders of Houston. Info 713/251-7339.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.

December 15-16

OREGON MOTOCROSS
MXNW Winter Series. Salem Arenacross, Salem. Info 503/928-4474.

December 16

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA SHOW
AMA/Fudpucker Racing Team/RLH Communications off Road Show & Start positions for Dunaway Dash. National City. Info 619/427-5759.
CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/670-3451.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.

December 16-17

CALIFORNIA ROAD RACE
• ARRA. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

December 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunny-mead. Info 714/583-7486.
CALIFORNIA MOTOCROSS
• CMC/WMXA. Women's Nationals. Barona Oaks, Ramona. Info 818/842-1548 or 714/651-6122.

CALIFORNIA ENDURO
AMA/D-37/Checkpoint Enduro MC. Bad Mountain Enduro. Seales Station Rd, Red Mountain. Info 213/438-6527 or 714/643-9108.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
GEORGIA MOTOCROSS
Whitesburg MX Club, Whitesburg. Info 404/942-5930.
MARYLAND MOTOCROSS/HARE SCRAMBLES
Budds Creek MX Park, Leonardtown. Info 301/475-2000.
MISSISSIPPI MOTOCROSS
Jenkins Creek MX Park, Liberty. Info 504/748-3407.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC, SDR Raceway, Harpursville. Info 607/729-5395.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON MOTOCROSS
MXNW Winter Series. Eugene MX Track, Eugene. Info 503/686-0661.
TENNESSEE HARE SCRAMBLES
Mid South C'ship Series. Clarks-ville. Info 615/331-1475 or 615/793-6800.

December 22

WASHINGTON MOTOCROSS
MXNW Winter Series. Clark County Arenacross, Ridgefield. Info 503/928-4474.

December 23

CALIFORNIA MOTOCROSS
• GFI Racing Super Saturday. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WASHINGTON MOTOCROSS
MXNW Winter Series. Woodland MX, Woodland. Info 503/543-6028.

December 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.

December 29-30

OREGON MOTOCROSS
MXNW Winter Series. Salem Arenacross, Salem. Info 503/928-4474.

December 30

CALIFORNIA MOTOCROSS
CMC Golden State Warm-Up. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone number (with area code) _____

for more information: _____

Your name: _____

RESULTS

Motocross Mosier Valley MX Pk. Eules, TX Nov. 3 By Renee Cordray

Mark Scherer	Kaw
Wally Engel	Yam
Ralph Robinson	Kaw
OPEN NOV	
Greg Franks	Yam
Bill Fleming	Hon
Kent Sears	Yam
50	
JR Patrono	Yam
Holli Culberhouse	Hon
60	
Charley Bogard	Kaw
Keith Fletcher	Kaw
Jason Eckhoff	Hon
William Hitchcock	Hon
Dusty Weygandt	Kaw
80 BEG	
Troy Schleunig	Kaw
Mark Scherer Jr.	Kaw
Blake Pritchard	Kaw
Scott Gray	Kaw
80 NOV	
Matt Goleman	Suz
Chris E. Day	Kaw
125 BEG	
Brad Haydick	Suz
Albert Doty	Kaw
Miles Wooley	Yam
Bobby McKinney	Kaw
Leonard Bollam	Yam
125 NOV	
Jason Herrington	Suz
Roy Choate	Yam
Jason Gibbs	Kaw
250 BEG	
Kelly Parker	Yam
Ray B. Jennings	Suz
Randy Cook	Hon
Bruce Ives	Kaw
James Rodriguez	Kaw
COMB EX	
Gary Benton	Hon
Kent Elliff	Hon
Dan McKinley	Yam
COMB INT	
Tracy Hayes	Hon
Mark Eades	Hon

Motocross Racing Enterprises Carlsbad, CA Nov. 4 By Robert Failing

80 BEG	
Bud Hammett	Yam
David Jenkins	Hon
Manny Arias	Yam
125 BEG	
Ricky Fernandez	Suz
Greg Grieshaber	Kaw
Randy Alexander	Suz
James Thornburg	Yam
Becky Kukla	Yam
250 BEG	
Ricky Zeigler	Suz
Ignacio Rivera	Hon
Jeff Scott	Hon
Marshall Dunhan	Kaw
Andy Cripe	Suz
500 BEG	
Dane Anderson	Hon
John Tookey	Kaw
VET BEG	
Ted Mount	Hon
John Tookey	Kaw
Danny Boyle	Kaw
Bruce Forinash	Yam
Ralph Osborne	Suz
80 JR	
Malcolm McCasey	Suz
125 JR	
Roger Saenz	Yam
Grant Gaspar	Yam
Kevin Karpiak	Hon
Milano Schaeffer	Hon
250 JR	
Chad Gustine	Yam
Jason Simpson	Yam
Warren Witt	Yam
Price St. Clair	Kaw
500 JR	
Robert Failing	Hon
Samuel Hernandez	Hon
VET JR	
Keith Sievers	Yam
Ted Kukla	Yam
John Disano	Suz
Curtis Jablonski	Hon
OT JR	
Ira Meiberg	Hon
125 INT	
Deron Miller	Hon
250 INT	
Scott Sease	Kaw
David Krock	Hon
VET INT	
Robert Failing	Hon
Ken Diederich	Kaw
VET EX	
Yeroland Arcibal	Hon
OT EX	
Malcolm McCassy	Yam
125 PRO	
Fred Willert	Suz
250 PRO	
Jim Chamberlain	Hon
John Griffin	Hon
John McGinnis	Hon

Hare Scrambles Southern Hare Scrambles Assoc. Watson, LA Nov. 5 By Karen Kemp

AA	
Tim Singleton	Yam
Nolan Knight	Hon
David Hall	Hon
Dwight Wheat	Kaw
Chad Tate	Hon
OPEN A	
Royce Guidry	ATK
250 A	
Roger Bailey	Hon
Lee Fugler	Hon
Frank Nugent	Hon
John DeLee	Hon
200 A	
Brennan Bourque	Kaw
Bennie Waldrop	Kaw
Mike Cantrell	Kaw
OPEN B	
Ricky Foster	Hon
Potts Thomas	Hon
Daryl Foster	Hon
James Fleming	Hus
250 B	
Kelly Christ	Suz
Troy Sweeney	Hon
Ronnie Small	Hon
Bubba Mancuso	Hon
Marc Walker	Kaw
200 B	
Chris Breaux	Kaw
Dennis Griffith	Kaw
Stephen Marque	Yam
Chris Golmon	Hon
Chris Choppin	Kaw
125 B	
John Schoen	Kaw
Gary McGee	Hon
J.J. Cox	Kaw
SR 40X	
Don Knight	Hon
Billy Wulfers	Hon
Joe Burnham	Kaw
Manuel Garza	Kaw
Bob Babcock	KTM
JR	
Larry Peavy Jr.	Hon
WMN	
Kim Berthelot	Hon
Sherry Comeaux	Yam
MINI	
Nathan Knight	Hon
Christopher Whatley	Suz
Kyle Henderson	Kaw
Asa Whatley	Suz
Chris Cantrell	Suz
OPEN BEG	
John Barr	Mai
Ronnie Nicovich	Hon
Daniel Husley	ATK
Tommy Nugent	Hon
David Redmond	Hon
200 BEG	
Sean Loustalot	Hon
Jay Cheek	Hon
Clay Stanley	Kaw
Lionel Vead	Hon
Mark Woolard	Yam

Motocross Thunder Hill MX Cleveland, TN Nov. 12

125 PRO	
Mike Brown	Kaw
Curt Libbey	Kaw
Chad Powers	Kaw
250 PRO	
Mike Brown	Kaw
Curt Libbey	Kaw
Tommy Myers	Suz
Barry Tapp	Hon
125 B	
Ray Boruff	Suz
Brent Ramsey	Hon
Shane Hatfield	Suz
Jeff Burchfield	Yam
Steve Hyatt	Yam
125 C	
Chris Kitts	Kaw
Wayne Harrison	Kaw
Sammy Stewart	Hon
Bryan Gilliam	Suz
Clint Pilgram	Hon
250 B	
Ray Boruff	Suz
Shane Hatfield	Suz
Shannon Lynes	Suz
Lindsay McGregor	Kaw
Jerry Ravens	Suz
250 C	
Grady Jones	Cag
Chris Kitts	Kaw
Steven Farrow	Yam
Scott Settles	Hon
ENDR	
Clenn Rogers	Suz
Dana Thornton	KTM
Mark Thompson	Suz
Tim Brannon	KTM
Andy Locke	KTM
OPEN	
Grady Jones	Cag
Cliff Dockery	Yam
Glen Rogers	Suz
Jeff Sherrod	Hon
Jeff Burchfield	Yam
SR	
Ron Nelson	Hon
David Farris	KTM

Cliff Dockery	Yam
John Gibson	Hon
Eddie Keller	Hon
JR MINI	
Josh Pierce	Suz
Jon Oxford	Suz
Matt Harrison	Kaw
Shannon Swanson	Hon
Jon Boruff	Suz
SR MINI	
Nathan Ramsey	Hon
Donnie Decker	Kaw
Todd Huffstetles	Kaw
Jamie Harrison	Kaw
Kris Swaney	Kaw
JR 60	
Josh Scott	Kaw
Joby Pierce	Kaw
David Williams	Kaw
P/W 50	
Rusty Dockery	Yam
Gary Joe Waldrop	Yam

Observed Trials Final Standings NEOTT Central Regional Champ. Series Sapulpa, OK Nov. 14

MSTR	
Steve Clark	
Shan Moore	
Ronnie Niccum	
Todd Clark	
Mike McLaughlin	
EX	
Jim Westcott	
Paul Bolen	
David Youree	
Gary Niccum	
Sam Erickson	
INT	
Chuck Parker	
David Bolen	
Daryl Hood	
Bill Gilbert	
Mike Peters	
SR	
Tom Moore	
Lee Cooper	
Wick Marvin	
Pete Wing	
AM	
Monte Bennett	
Grant Norton	
Steve Nutsch	
NOV	
Matt Moore	
Rick Dunkin	
Jim Rexroart	

Motocross N.E.S.C. Middleboro, MA Nov. 5 By Andy Calisewski

125 NOV	
Bill Belmore	Kaw
Barry Raymond	Suz
Bob MacLeod	Hon
250 NOV	
Jon Costango	Hon
Charles Fisher	Kaw
Mark Arruda	Hon
OPEN NOV	
Chris Wimpeheimer	Suz
James Dowd	Hon
Dennis Bourque	Hon
VETS (30-34)	
Mike Degaetano	Hon
J.B. Hopkins	Suz
Richard Marshall	Hon
S/VET (35-)	
Ken D'Angelo	Hon
Lou Colon	Yam
Greg Petters	Hon
40+	
Lou Colon	Yam
John Barone Sr.	Hon
125 AM	
Willy Silva	Yam
Tony Lorusso	Yam
Keith Goyette	Yam
250/OPEN AM	
Scott Chase	Kaw
Ron Jackson	Suz
Steve Griff	Suz
125 EX	
Doug Henry	Yam
John Dowd	Kaw
Jo-Jo Keller	Hon
250/OPEN EX	
John Dowd	Suz
Doug Henry	Yam
David Antonucci	Hon
85 BEG	
Chris Fiandaca	Suz
Clint Rooney	Hon
Kevin Harrington	Suz
85 JR	
David Souza	Kaw
Bob Busa	Hon
Pat Outerick	Kaw
85 SR	
Jason Buzzee	Kaw
Jeff Debelis	Suz
125 BEG (YTH)	
Austin Squires	Yam
Kevin Harrington	Suz
Lee York	Hon
125 JR (YTH)	Hon
Bill Turgeon	Suz

Bob Busa	Yam
Adam Dupont	Suz
125 SR (YTH)	
Wally Silva	Yam
Tony Lorusso	Yam
Keith Goyette	Yam

Motocross Rough Country MX Henderson, KY Nov. 5 By Janie Simmons

0-60	
Mark Decker	
Joshua Vincent	
Jason Miller	
80	
Steven Rainwater	
Kurt Wahl	
Wayne Rueger	
125-A	
Kevin Shemwell	
Wayne Caswell	
Bill Payne	
125-C	
Wayne Glaszer	
Brent Hartz	
Keith Allen	
250-A	
Tim Peters	
Timmy Wallace	
John Dixon	
250-B	
Timmy White	
Danny Huff	
Kevin Bratcher	
250-C	
Robert Mattingly	
Rick Varble	
Ron Duley	
OPEN	
Tim Peters	
Timmy Wallace	
Rick Catt	
SR +30	
Tony Steinwachs	
Paul Herrman	
J.D. Piper	
ENDRMAN	
Daniel Brockman	
Craig Byers	
Vincent Doane	

Hare Scramble Santa Fe Trail Cycle Park Carbondale, KS Nov. 5 By Phil Ellsworth

TEAMS	
EX	
Roger LeRette	Yam
Leigh Letellier	KTM
Tom Doherty	Yam
Keith Lewandowski	Suz
Kirk Payne	Kaw
100	
Mitch Brown	Kaw
125	
Todd Irish	Yam
Mike Werner	Cag
John Steward	Yam
Joel Naverth	Hon
Bob Jacquinot	Cag
Eric Tarter	Hon
200	
Tyler Phelps	Kaw
Dean Windle	KTM
Shawn Garriott	Yam
Ron Grundy	Kaw
Dave Hawthorth	Kaw
Bruce Zimmerman	Yam
250	
Mike Cox	Hon
Paul Weber	Hon
Sean Pitt	Kaw
Troy Smith	Hon
Tom Craig	Suz
Doug Parrish	Kaw
500	
Vincent Davis	Hon
Mike Shown	KTM
David Jeffery	KTM
Bruce Korbek	Hon
Kevin Base	KTM
Terry Gilliland	KTM
30+	
Jack Jennings	Hon
Chuck Partridge	Hon
Phil Ellsworth	Kaw
Tim Ellsworth	Hon
Andy Carrier	Hon
Paul McDowell	ATK
40+	
Bob Ives	Suz
Bob Snyder	Hon
Larry Parsons	Hon
Jim Letellier	KTM
Lee Glenn	Hon
Bill Hanson	Hus
BEG 1	
Mike Dobson	Suz
Darren Reeves	Suz
Hank Miller	Suz
Greg Shandy	Kaw
Todd Dicke	Kaw
Troy Dodge	Kaw
BEG 2	
K. Kertzman	Hon
Mike Reardon	Hon
Doug Colson	Yam
Bob May	Hus
Bill Culp	Hon
Chuck Guignon	Yam

WANT ADS

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Salesperson

Growing Suzuki dealership in Santa Clarita Valley is looking for energetic, aggressive Salesperson. Salary + commission. Call Ali, (805) 254-2929 or (805) 254-2936. CA. (247-49)

Service Representative

Major motorcycle OEM is now accepting applications for the position of Service Representative. Applicants must have extensive motorcycle dealership experience. A strong technical and service management background is essential. In order to qualify for this position you must be highly motivated, organized and possess exceptional communication skills. A college degree is helpful but not mandatory. Responsibilities of this position include providing detailed technical and management support to dealers within the territory. Applications are now being considered for opportunities in West Coast territories. This position will require extensive travel. Our company offers extremely attractive benefits; excellent salary, business expense account, and a company supplied vehicle. We also provide dental and medical insurance and an excellent retirement program. We also have an extensive training program for new employees. Persons interested in this excellent career opportunity may send their resumes in the strictest confidence to: Cycle News, P.O. Box 498, Long Beach, CA 90801. Dept. N-5. (243/TFN)

Harley Davidson Instructor

Tired of the same old routine? You can use your experience training dealer and entry level Harley students in Phoenix, Arizona. We are the factory school and we're in need of one Instructor trainee. You must have a minimum of 5 years experience and a sincere desire to pass your knowledge on to others. We offer excellent benefits in a great climate. For more information call Dave Koshollek at (800) 528-7995. AZ. (237/TFN)

Work All Year In So Cal

Certified Honda Mechanic wanted. Pay scale at \$15 per flat rate hour. One hour drive to mountains, desert, beach, Dodger stadium, Angels, stadium & Disneyland. Work 5 days per week. 1 week paid vacation after 1 year. Health insurance, employee shared. Owner. (714) 785-0100. CA. (143-48)

Parts Manager

Honest, aggressive, experienced Manager wanted. Computer + business training available for the right person. WILLY WORLD Honda, Yamaha, Kawasaki. Call Bill, (815) 727-6166. Joliet, IL. (144-47)

Experienced Service Manager

DUBLIN KAWASAKI, San Francisco Bay area. We're one of the nations top Kawasaki dealers and we need one of the nations best Service Managers. Can you organize, motivate, solve problems? Travel assistance available for the right man. Salary + commission, benefits. Contact Doug Meyer. (415) 829-4466. CA. (243/TFN)

Two Cycle Technician

Our engineering test lab is taking applications for a highly motivated & professional person to assist in the development & implementation of basic & advanced two stroke practices. Applicants must have a strong two stroke background in small engines or motorcycles, 5 years experience required, technical or college engineering background helpful. Great benefits & excellent opportunity for growth & development. To be considered for this position, send resume to: INERTIA DYNAMICS CORP. 550 N. 54th St, Chandler, AZ 85226. (347)

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Top Mechanic

We work on all machines, 50%, excellent. OUTRIDER OF SANTA MONICA, 2013 Lincoln Blvd. Call Harry, (213) 452-7790. CA. (245-47)

Service Manager Honda Shop

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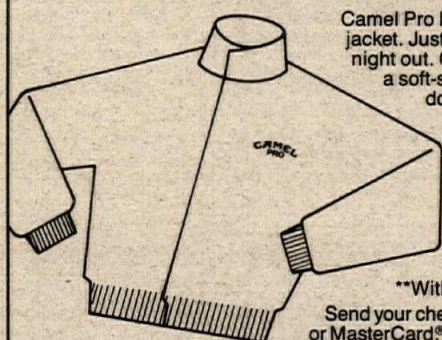
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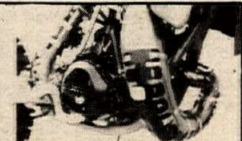
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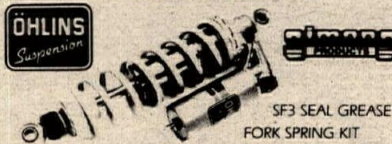


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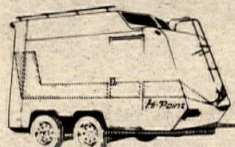
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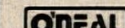
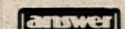
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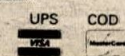
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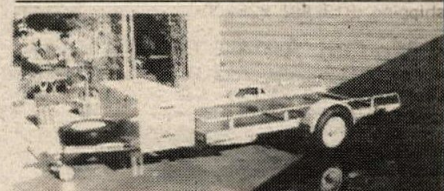
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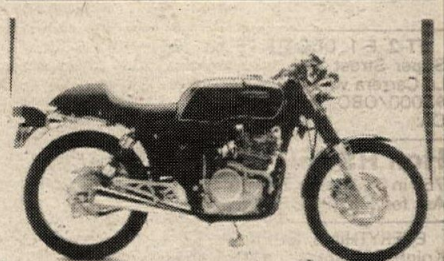
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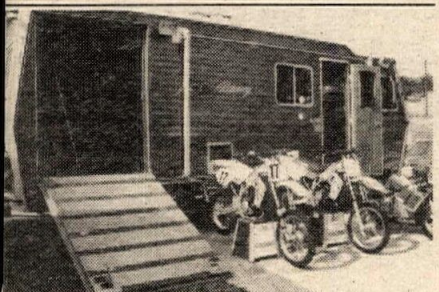
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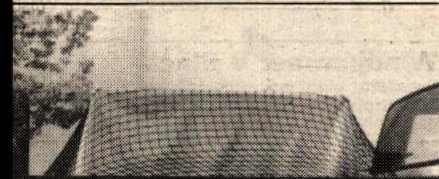
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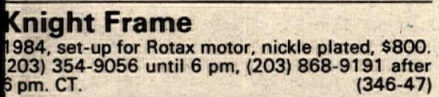
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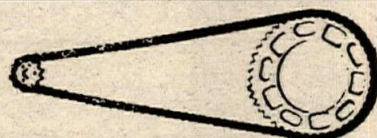
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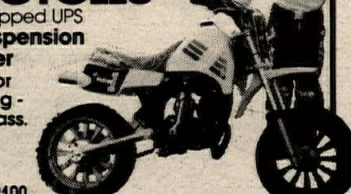
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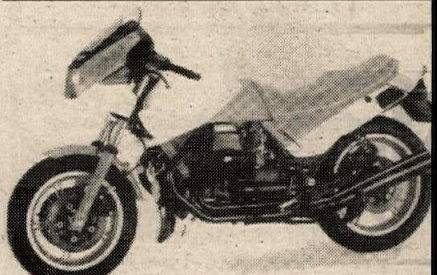
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SUBCUBS

Details on
Table of Contents
Page

In the WIND BY PAPA WEALEY

(Continued from page 4)

BORN: Jillian Brown, daughter of AMA District 7 dirt track racer Steve Brown and his wife Paige on November 6; ironically, Steve was having surgery on his broken leg the same morning of his daughter's birth.

AMA/Castrol 250cc Grand Prix competitor Thomas Stevens has spoken to Terry Vance regarding a superbike ride in 1990. "I have spoken to Terry, but we're still negotiating," Stevens, who finished fifth in the 1989 250cc series aboard a Team Viceroy Yamaha, said. "I've spoken to Kenny (Roberts) and we feel it's a good opportunity. I don't think I'm a 250 pilot as far as size goes."

The latest rumor regarding the 1990 AMA/Castrol 250cc Grand Prix class had 1989 series runner-up Rich Oliver taking over the number one spot in a Marlboro-sponsored, Kenny Roberts-owned team. "That would be nice," Oliver said when contacted at his northern California home on Monday, November 20. "But right now it looks like I'll be staying with Jim Doyle (Randy Mamola's manager) and we'll have the team (Randy Mamola Racing) again. Jim's talking to teams in Japan and Europe right now about racing there, but it looks like I'll be staying here."

Gary Robinson, 19, of Long Beach, California, was fatally injured in an automobile accident in Baja California, Mexico, while returning home after competing in the Baja 1000 off-road race on November 15. Robinson was sleeping in the back of a van when it blew a tire and flipped over. Robinson finished 19th in Class 22 (over 500cc) with teammates Hylton Beattie and Willie Ireland (KTM). His family asks that blood be donated in Gary's name; for more information call 1-800/843-2949.

AMA District 37 will be holding its 1989 Awards Banquet at the Buena Park Hotel in Buena Park, California on January 6, 1990. Ten rooms have been reserved at \$64 apiece for those wishing to stay in the hotel. Reservations for the banquet must be made by December 20; for more information call 714/693-1001. For hotel reservations call 714/995-1111, and tell them you are with District 37.

The New England Sports Committee will hold its awards program at the Greenfield Armory in Greenfield, Massachusetts, on December 9. Doors open at noon and the first awards will be handed out at 2:30 p.m.

Great Britain's Kurt Nicoll, who finished fourth in the 1989 500cc MX World Championship Series, has left Kawasaki and will most likely sign a one-year contract with KTM. Nicoll will reportedly campaign the 500cc class in 1990 with Belgian Jacky Martens and Dutchman Kees Van der Van as his teammates.

Georgia's Billy Liles is expected to sign another one-year contract to campaign the 1990 World Championship MX Series on a Kawasaki through the Belgian importer, according to England's Trials and Motocross News. However, it has not yet been determined which class Liles will ride. "There are three options," Liles told T + MX News. "Either to ride one of the factory-kitted 250cc bikes, or stay in the 500cc class with either the full works bikes like David Thorpe or a bike like those which will be campaigned in America — which has the same motor but a standard frame. Japan will make the decision when they know who else is available for the 250cc class." Liles races under a Luxembourg license.



PHOTO BY JIMMIE O'DELL

Expert-class competitors at the 20th Annual El Trail De Espana in Lucerne Valley, California, on December 3 will be vying for this custom bronze trophy valued at \$700. The event will feature all regular American Trials Association classes plus special classes for motorcycle press and industry representatives and those for non-trials machines. The Schreiber Cup for support class riders will be held the previous day, December 2. For more information contact 213/943-4415, 818/352-5920.

American Honda will offer \$1.6 million in contingency awards to

Pro and Amateur racers through the 1990 CR Support Program. Gift certificates, redeemable at participating Honda dealers, will be issued to the top three Amateur class finishers using 1990 Honda CR motocrossers in 17 different events. First place is good for a \$150 certificate, second will pay \$75 and third \$50. The AMA Amateur/Youth National Championships will pay \$500 for first, \$300 for second and \$200 for third. Pro riders can receive up to \$5000 for a 250cc supercross win, \$2500 for a 125cc supercross win and up to \$2500 for a National win.

Former SCORE Class 38 champion and current publisher of ON-DIRT magazine Lou Peralta won the Class 10 title in the November 11 Baja 1000 off-road race in Baja California, Mexico. Peralta drove a single-seater Toyota-powered Mirage to the win.

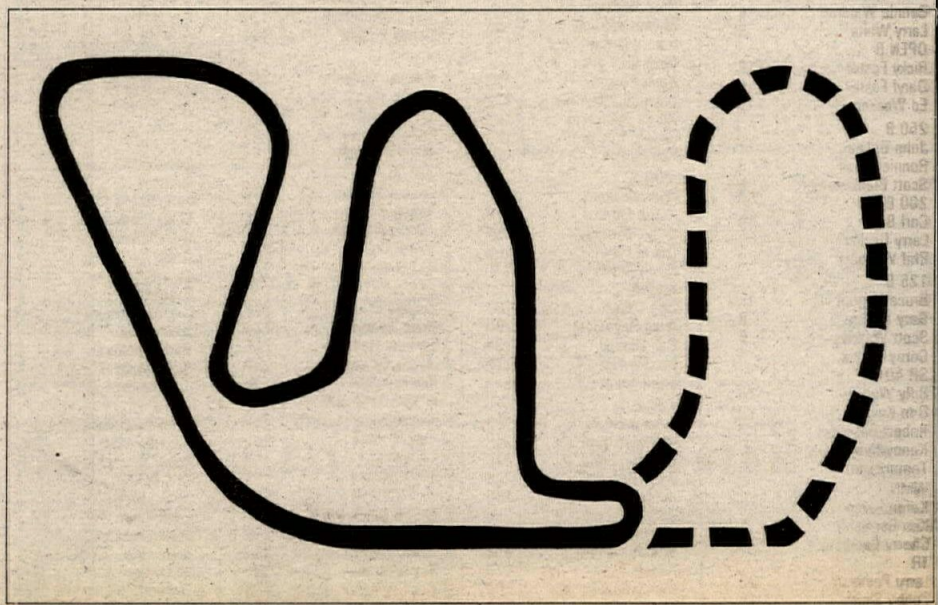
APPOINTED: Bob Morrison to the position of technical sales advisor by Klotz Special Formula Products; Morrison's responsibilities will include working on the new Klotz Tech Hot-Line, a telephone service to analyze fuel or lubrication needs.

LITTLE KNOWN FACT: Former factory Kawasaki rider Eddie Warren won both the 250 and 500cc Australian National Motocross Championships; the Michigan native rode Kawasakis to the Down Under championships in 1989.

The condition of three-time World Speedway Champion Eric Gundersen has reportedly shown some improvement in the months since his horrific accident at Bradford in England on September 17. Gundersen was taken off life-support machines 26 days after his crash, but he still requires help breathing and specialists have not been able to fully diagnose the extent of his spinal injuries.

Former factory Suzuki GP MXer Alain Lejeune, 28, committed suicide recently. Lejeune retired at the beginning of the 1989 season when injury kept him off the Belgian grading list. His best finish was sixth in the 125cc GPs in 1985.

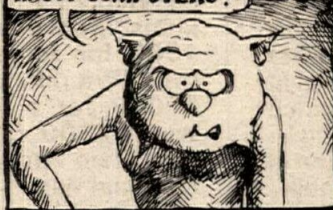
A street circuit through Tamiami Park in downtown Miami, Florida, will be the site of a July 7-9 AMA National Championship Road Race Series round. In recent years, IMSA cars have run on the full course (including the section shown by the dashed line), but bikes will run on a 1.3-mile short course (shown by the solid line). According to Ron Zimmerman, AMA Vice President, Professional Competition, the race will receive an hour or more of live coverage on that day's CBS Sportsworld.



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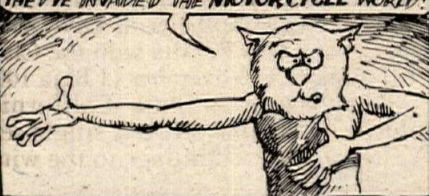
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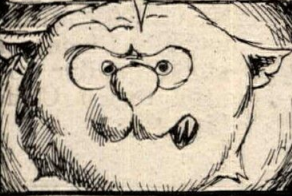
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AA	
Nolan Knight	13
Tim Singleton	11
David Hall	11
Dwight Wheat	8
OPEN A	
Jerry Peavy	19
Royce Guidry	4
Jimmy Ward	5
250 A	
Lee Fugler	17
Tom Krag	11
Landon Carter	10
Micky Young	7
Frank Nugent	7
200 A	
Mike Cantrell	18
Bennie Waldrop	14
Larry White	5
OPEN B	
Ricky Foster	19
Daryl Foster	10
Ed Wesson	8
250 B	
John DeLee	17
Ronnie Small	6
Scott Blankenship	6
200 B	
Carl Beam	10
Larry Decker	9
Phil Williams	9
125 B	
Bruce Nugent	18
Gary McGee	8
Scott Watkins	5
Corey Martin	5
SR 40+	
Billy Wulfers	18
Don Knight	10
Robert Babcock	7
Kenny Henderson	6
Tommy Lane	6
WMN	
Karen Kemp	15
Kim Berthelot	5
Sherry Comeaux	4
JR	
Larry Peavy Jr.	20
Bobby Smith	10

Stephen Reed 7 Jeff Altman 7 MINI Nathan Knight 20 Christopher Whatley 8 Kyle Henderson 5 Asa Whatley 5 Ricky Choppin 4 Christopher Cantrell 2

Motocross Southeastern Championship Series Macon, GA By Gary Crider

50 AUTO	
James Garrett Jr.	267
Jimmy Reeves Jr.	267
Aaron Lindsey	262
Chad Albritton	197
Matt Dickerson	185
60	
Scott Pinson	276
Shae Bentley	262
Matt Walker	227
Mason Williams	188
Sean Morgan	175
MINI C	
Scott Pinson	259
Rayman Stanelle	237
Adam Humphrey	205
Brandon Cantrell	180
Kim Sybert	166
MINI B	
Dwayne Bone	260
Jason Sybert	218
Kevin Windham	200
Danny Haynes	196
Kevin Smith	178
250 A	
Ezra Lusk	300
Ryan Reynolds	260
P.J. Howell	224
Eric Pinson	220
Tony Haynes	—
125 A	
Johnny Dean	282
Will McEntyre	243
Brandon Smith	219
Brian Burnett	186
Kenny Kowalczyk	183
250 C	
Johnny Dean	257
Brandon Smith	224
Robert Aber	179
Kenny Kowalczyk	166
Kenny Tipton	164

125 B Dan Lipscomb 228 Lonnie Brown 179 Jon McClellan 177 Bradley Pendley 170 Kevin Cozadd 161 250 B Brian Robertson 240 Jason Johnson 219 Jeff Ballard 179 Bradley Pendley 172 Robbie Smith 163 500 B Bill Earle 268 Kenneth Wood 256 Brett Cummings 179 Benny Durrough 156 Joey Dorsett 144 25+ Ross Johnston 232 Kevin Knight 216 Jeff Byers 182 Steve Saunders 160 John Asbell 139 30+ Donny Banks 250 Robert Aber 212 Jasy McClellan 206 Ray Carroll 179 Randy Powell 162 40+ Warner Wilbourn 246 Randy Tillery 241 Charlie Owens 228 Larry Brinkley 194 Eugene Goode 181 125 A Tommy Martin 288 Ashley Epps 230 Jason Coleman 152 Darryl Heisler 143 Buz Dyer 125 250 A Tommy Martin 294 Ross Johnston 224 Earnest Harbin 214 Jason Coleman 159 Kevin Dollar 156 0-500 OPEN AM Shane Pope 221 Jeff Nichols 191 Larry Crook 184 Mark Jurgenson 164 Henry Avant 163 0-500 OPEN PRO Donny Banks 250 John Wilson 244 Tim Morrow 219 Cecil Pettway 183 Todd Fuller 135

Road Race Texas Track Challenge YSR50 Overall Series Dallas, TX Nov. 12 By Audrey Menarik

L/W NOV	
Barbie Spears	38
Audrey Menarik	32
Tommy Hickman	25
M/W NOV	
John Ewing	45
Danny Flett	18
Doug Simmons	18
H/W NOV	
Michael Carter	39
Brad Kindhart	31
Norman Estes	28
EX CASH	
John Kindhart	40
John Ewing	36
Doug Carmichael	31
AGE 12-24	
John Kindhart	45
Greg Abbott	28
Jim Sabin	28
AGE 25-29	
Doug Carmichael	45
Michael Carter	30
Zane Moore	14
AGE 30 & UP	
Barbie Spears	45
Bill LeSueur	34
Norman Estes	32
S/SPRT	
John Ewing	42
Doug Carmichael	39
Greg Abbott	24
S/BK EX	
John Kindhart	45
Greg Abbott	32
Jay Deaton	13
S/BK NOV	
Barbie Spears	37
Brad Kindhart	31
Jeff Mendelson	20
U/L	
John Kindhart	45
Brad Kindhart	34
Doug Carmichael	32
ROC PROD	
John Ewing	34
Doug Carmichael	27
John Kindhart	25
ROC S/BK	
John Kindhart	45
Barbie Spears	28
Jim Adams	20

ADVERTISERS INDEX

A&A Racing Service	43	Factory Pipe Products	39	Neil Keen	21
Action Sports Promotions	32	Falcon Performance Eng	45	Nolen Racing, Inc.	37
Action Yamaha Of Edison	44	Fass Gass	38	Northend Cycle Salvage	45
Adolph Coors Company	17	Fast By Ferracci	41	Northwest Sleeve Eng.Wrk	41
Aerostitch Riderwear	43	Finish Line Products	43	O'Neal USA	37
Aircone Inc.	42	Fischer Competition Cyc	36	Oakland Spt. Ctr.	17
Al Baker Racing	38	Fitz & Miller Engine	43	Paul Thede's Race Tech	45
Allied Suzuki	31	FMF	37	Performance Machine	39
American Honda Western Zone	9	Fredette Racing Products	43	Phil Flack Racing	17
American Honda	12,13,24,25,44	Freedom Cycles	44	Pirelli Tire Corp	45
American Jawa Ltd.	39	Freehelling Honda-BMW	44	PJ1 Corp	23,43
American Suzuki Motor	5	G.T.G. Enterprises	37	Poway Honda-Kawasaki	17,34
American Trials Assoc.	33	Galia Racing	42	Power Mist Racing Products	38
Andrews Honda/Suzuki	41	Garvis Honda Town	42	Pro Action Innovations	42
Andrews Yamaha-Kawasaki	41	Gary Baileys' MX School	43	Pro Circuit Racing	44
Arai Helmets	37	Gatorz Sports Optiks, Inc.	42	Pro Cycle KTM	38
Arias Industries	45	Gear Racewear	44	Pro Italia Motors	37
ATK	45	GFI Racing	33	Pro Pad Products	38
ATV Engineering	36	GIO Ca Moto	43	Pro Plates	37
Baja Off Road Tours	39	Give A Gift Get A Gift	11	Pro Trac Trailers	38
Banzai Bros	37	Great M/C Adventures	45	Pro-Lap	42
Barnett Tool & Engineering	44	Greenacres Cycle	36	Pro-Tec Dallas Baker	42
Bartels Harley-Davidson	43	Gustafsson Plastics	41	Progressive Suspension	42
Bates Industries	43	H&H KTM	27,43	PSI, Inc.	43
Beach Yamaha	41	Halls Harley Davidson	41	R.J. Reynolds (Camel)	36
Bel Ray	37	Halmar Enterprises	45	R.K. Chain	41
Bell Helmets	41	Hayward Honda	44	Racing Engine Components	45
Bellflower Yamaha	21	Heid's Hodaka	41	Racing Engine Services	45
Bert's Motorcycles	17	Heli-Modified	42	Ritter Cycle	44
Bley Engineering	36	Hi-Point Racing Products	38	Ron Wood Racing	42
Blue Sky Cycle Supply	43	Hickman Racing	41	RSC Performance	37
BMW Of Daytona	38	Hogan Cycles	45	SRA	32
BMW Of North America	43	Honda Of Atlanta	37	San Jose BMW M/C Ctr.	43
Bollenbach Engineering	38	Honda Shock Specialist	38	Scott's M/C & Jet Ski	36
Bridgestone Tire	44	Hoppe & Associates	36	Shoei Helmets	36
British Only	45	Hot Racing	42	Shoup Enterprise	42
Buffalo Number Plates	44	Hugh's Bultaco	39	Slater Bros.	39
C.C. Specialty	36	Hurcon Motorcycles	45	Sloans Cycle Sales	45
Cagiva North America	43	Hutchinson Cycle	38	SMX	34
Camel Sunglasses	48	Hy-Tech	41	SX Print	19
Carb Parts Warehouse	38	Hydro-Sol	41	Southern Tier Cycle, Inc.	39
Carl's Honda	43	I.C.E.	32	Sponseller M/C Company	44
Carolina Wheels & Props	38	I.C.O.	38	Sport Tracks	21
Champion Bead lock	31	Inland Empire Suzuki	41	Sports Racing Gasoline	39
Championship Cup Series	39	Inter-State Oil Co.	45	Sprocket Specialists	41
Change Of Address	23	Intershows	33	Steve Storz Performance	33,39
Chariot Mfg. Co.	43	Iron Horse M/C Supply	43	Stokes Honda	41
Charleston Custom Cycle	38	J.R. Productions	17	Street Track 'N' Trail	30,31
City Bike	32	JB Race Products	42	Sudco Int'l.	45
Clarke Mfg. Company	39	Jetmar	39	Sunstar Engineering	43
CMC	32	Johar Inc.	37	SuperTrapp Industries US	37
Coast Racing Assoc.	32	Kawasaki Of Riverside	45	Suzuki Kawasaki Country	36
Collidescope	38	Ken Maely Enterprises	38	Temple City Kawasaki	27
Connecticut Cycle Works	45	Klempf's Triumph	44	The Tryals Shop	44
Cosmopolitan Motors	44	Klotz Special Formula	39	The Two Wheel Connection	41
CRC	33	Knight Racing Frames	44	Thousand Oaks Yamaha/Kaw	34
Cycle Engineering	36	Knobby Shop Int'l.	36	Tony D MX School	43
Cycle Recyclers	37	KTM Of America	36	Toomey Racing	37
Cycle Specialties Athens	45	Kustom Kraft Perf Spec	41	Toys For Tots Drop Off Info	27
Cycle Specialty	36	Laidig's Cycle	43	TSR	41
D&D Motorcycle Service	44	Laurel Highlands Kaw Yam	42	U.S. Tsubaki	27,45
D&D Performance Exhaust	45	Lectron Fuel Systems	45	Ultimate Metal Finishing Corp	38
Daeco	45	Los Angeles Sleeve Co	31	Uni Filter, Inc.	42
Dennis Kirk	45	Lou's Leathers	38	USA Lubricants	34
Desert Motor Sports	42	LRD Performance	43	Vance & Hines Enterprise	39
Desert Only	45	M.P.C.	45	Varner Racing	45
Design Engineering Serv	21	Magnum Distribution	36	Video Theater	29
Donnie Hansen MX Academy	45	Malcolm Smith M.C.	34	Videos By Professor Bailey	44
Double Cross Racing Assoc.	32	Maxima	45	W.M.X.A.	32
Downstaging Racing	31	Megacycle Engineering	45	Walt-Schaffer Cycle Sup	44
Dr. John's MC Frame	38	Metro Atlanta Cycle	39	Web-Cam	42
Dublin Kawasaki	39	Metzeler Motorcycle Tire	23	Wheel Works	21
Dunlop-Shari Bandinelli	39	Mike's Cycle Parts	44	Wheelsports	41
Duralube	43	Mikuni America	37	White Bros Cyc Spec	45
Earl Mark Productions	42	Moose Racing	44	Whittier Honda Kawasaki	43
East Coast Cycle Salvage	37	Moto Guzzi Classics	36	Williams Honda	45
East Coast Suzuki	43	Moto-East USA	38	Willow Springs Raceway	32
Eddie Brush	43	Motocross Fox	43	Wiseco	44
Ellis W. Taylor	45	Motorcycle Center	39	Yamaha Motor Corp	33
Engine Dynamics Co.	37	Motorcycles R Us	37	Yamaha Suzuki South	37
Eric's Motorcycle Co.	36	Motul Oil	37,39,41	Yoko	37
Extrude Hone Abrasive	36	MS Racing	21,44	Yoshimura East	42
F&L Company	39	Muzzy's R&D	43	Z-Man Motorsports	34
Factory Connection	42	NMA	32,34	Zero Gravity	44

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